

THE Commercial & Financial CHRONICLE;

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 8.

NEW YORK, MAY 15, 1869.

NO. 203.

Bankers and Brokers.

Marquand, Hill & Co.,

BANKERS AND BROKERS,
37 WALL STREET,

New York.

JOHN P. MARQUAND, GEORGE H. B. HILL,

Stocks, Bonds and Gold, bought and sold on commission. Business Paper Negotiated.

Knauth, Nachod & Kuhne

BANKERS,
New York, AND Leipzig, Saxony,

51 BROAD ST. 85 BRUHL.

DRAW IN SUMS TO SUIT

On the principal cities of Germany, Switzerland, England, France, Sweden, Norway, Holland, Belgium, Russia, Italy, Spain, Denmark, &c.

Issue Letters of Credit for Travellers, available in all parts of Europe.

BLAKE BROTHERS & Co.,

52 Wall Street. New York.

AND

28 STATE STREET, BOSTON,
EXCHANGE ON LONDON,

And Sterling Credits,

DEALERS IN COMMERCIAL PAPER.

Buy and Sell Massachusetts and New York State Stocks.

Government Securities, Stocks Bonds, and Gold, bought and sold strictly on Commission.

Citizens Bank of Louisiana

Capital and Reserved Fund.....\$3,500,000.

AGENCY,

A. D. SELLECK, 37 Pine St, N.Y.

DRAW ON

London Joint Stock Bank, Marquand, Andre & Co., Baring, Brothers & Co., Fould & Co., LONDON, PARIS, in sums to points suiting buyers of Sterling or Francs.

HATCH, FOOTE & Co.,

BANKERS

AND DEALERS IN GOVERNMENT SECURITIES,

GOLD, &c.

No. 12 WALL STREET.

GEORGE OPDYKE. WM. A. STEPHENS
G. FRANCIS OPDYKE.

BANKING HOUSE OF

GEO. OPDYKE & Co.,

NO. 25 NASSAU STREET,

(Corner of Cedar street.)

DEPOSITS received from Individuals, Firms, Banks, Bankers and Corporations, subject to check at sight, and interest allowed at the rate of Four per cent per annum.

CERTIFICATES OF DEPOSIT issued, bearing Four per cent Interest, payable on demand, or after fixed dates.

COLLECTIONS made on all accessible points in the United States, Canada and Europe. Dividends and Coupons also collected, and all most promptly paid.

ORDERS promptly executed, for the purchase and sale of Gold; also, Government and other Securities, on commission.

INFORMATION furnished, and purchases or exchanges of Securities made for Investors.

NEGOTIATIONS of Loans, and Foreign Exchange effected.

Bankers and Brokers.

**WILLIAM ALEXANDER SMITH & CO.,
BANKERS,**

NO. 40 Wall Street, New York.

DEPOSITS received and interest allowed at best Current Rates.

GOVERNMENT and STATE SECURITIES, GOLD,

RAILROAD BOARDS, STOCKS, etc. bought and Sold on Commission.

ADVANCES made upon approved Securities.

COLLECTIONS made, and Loans Negotiated.

**LANCASSTER & CO., BROWN, LANCASTER & CO.,
Kitchmon.**

Baltimore.

SOUTHERN SECURITIES.

**LANCASTER, BROWN & CO.,
23 Nassau Street,**

OFFER SALE:

Chesapeake and Ohio 1st mtg. 7 p. c. bonds, principal and interest in gold, at 95 and interest.

Petersburg Railroad 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 92½ and interest.

South St. (Railroad) 1st mtg. 8 p. c. bonds (mtg. \$6,000 per mile), at 85.

Richmond and York River 1st mtg. 8 p. c. bonds (mtg. \$1,000 per mile), at 85.

Piedmont RR. 1st mtg. 8 p. c. (mtg. \$10,000 per mile), at 90.

Norfolk and Petersburg RR, 2d mtg. 8 p. c. bonds (mtg. \$14,000 per mile, including 1st mtg.), at 82½.

Columbus and Augusta RR. 1st mtg. 7 p. c. bonds (mtg. \$12,000 per mile), at 80.

Richmond and Danville RR. 1st mtg. 6 p. c. bonds (mtg. \$14,000 per mile), at 75.

Which they have on hand for immediate delivery.

United States Government Securities, Foreign and Domestic exchange. Particular attention given to

Collections at all points in the United States, Canada and Europe. Remittances made, Loans negotiated and made on securities and business papers. Interest allowed on Drawings and checks drawn on Order executed at the Gold and Stock Exchange with promptness. Contracts in Gold and Stocks carried on the most favorable terms.

Bankers and Brokers.

**McKim, Brothers & Co.,
No. 47 Wall Street, New York.**

**BANKERS AND BROKERS,
DEALERS IN GOVERNMENT SECURITIES
AND DOMESTIC AND STERLING
EXCHANGE.**

Stocks, Bonds and Gold bought and sold exclusively on Commission. Interest allowed on Deposit Accounts

**TANNER & Co.,
BANKERS AND BROKERS,**

**No. 49 Wall street, N. Y.,
DEALERS IN
AMERICAN AND FOREIGN, [GOLD,
AND SPECIE OF ALL KINDS,**

Which they have on hand for immediate delivery.

United States Government Securities, Foreign and Domestic exchange. Particular attention given to

Collections at all points in the United States, Canada and Europe. Remittances made, Loans negotiated and made on securities and business papers. Interest allowed on Drawings and checks drawn on Order executed at the Gold and Stock Exchange with

promptness. Contracts in Gold and Stocks carried on the most favorable terms.

CIRCULAR NOTES

AND CIRCULAR LETTERS OF CREDIT FOR TRAVELERS,

AVAILABLE IN ALL PARTS OF EUROPE

ALSO, COMMERCIAL CREDITS,

ISSUED BY

MORTON, BLISS & Co.

BANKING HOUSE OF

LUTHER KOUNTZE,

52 Wall Street, New York.

Deposits received from Banks and Individuals, subject to check at sight, and interest allowed thereon at

FOUR PER CENT per annum.

Collections made throughout the United States, the British Provinces and Europe.

Governments Securities bought and sold.

VERMILYE & Co.,

BANKERS,

Removed to Nos. 16 and 18 Nassau Street, New York.

DEALERS IN ALL ISSUES OF

GOVERNMENT SECURITIES

AND IN

GOLD AND GOLD COUPONS,

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS AND

GOLD,

MAKING LIBERAL ADVANCES.

Interest on

Financial Notices

Treasury Department.

APRIL 14, 1869.

NOTICE IS HEREBY GIVEN THAT THE Interest Coupons PAYABLE ON THE FIRST DAY OF JULY NEXT, will be paid on presentation at the proper office, upon a rebate of interest, at the rate of six per cent per annum in gold.

GEO. S. BOUTWELL,
Secretary of the Treasury.

S. McCLEAN & CO.,
BANKERS,
Pittsburgh, Pa.

BOOKS'

Circular Interest Tables

Show the Interest on any amount at a glance.

By Mail, Postpaid, \$1.

Agents wanted for every city and State.

A. S. BARNES & CO., 111 and 113 William street, N.Y.

REMOVAL.

Jacquelain & DeCoppet

HAVE REMOVED THEIR OFFICE

TO NO. 18 NEW STREET.

H. C. HARDY & SON,

No. 4 Wall Street, New York.

Execute orders at the New York Stock, Government and Gold Exchanges, in person, and transact a General Banking, Exchange, and Brokerage Business.

MUNROE & Co.,
AMERICAN BANKERS.
NO. 7 RUE SCRIBE, PARIS,

JOHN MUNROE & Co.,

NO. 8 WALL STREET, NEW YORK.

Issue Circular Letters of Credit for Travellers in all parts of Europe, etc., etc. Exchange on Paris.

RIDER & CORTIS,
73 BROADWAY, NEW YORK

Successors to

SAM'L THOMPSON'S NEPHEW, AND ABM. BELI
SONS.

Sterling Exchange business. Drafts on English
Ireland and Scotland.

Bankers furnished with Sterling Bills of Exchange,
and through passage tickets from Europe to all parts
of the United States.

RAILROAD INVENTIONS
For Greater Safety.

The under part of the rail has feet straight or angular to prevent the moving of the rail on the sleepers; the one or more or less run parallel on the bottom, so as to press in the sleepers an inch more or less, or they may be made open, V fashion, and pieces thicker and wider across each end of the rail in chains to be mortised into the wood, underlaid w/ h sheet lead, or any other device on the bottom to keep the rail in its place, slats of arches open on the sides, with raised plates or spikes or screws. The wheels with some range or more not rounded, but straight flat, 25 degrees about; the barrel or bearing crowned like a keg or enlarged at the outer end like a keeler or pail, and elongated tubular on curves; the centre of wheels extended tubular to receive the axle, the wheel of less diameter with tube on the axle to keep it from turning and scratch the car and keep it safely in case of accident. These rails of steel are for sale, as well as iron with chemically prepared barbed tops, wheels, etc., etc., or any part of them, or 1,000 tons of each, or less will be furnished to companies on demand, or a royalty will be charged by the inventor.

A. BEEBE,
73 Cedar Street.

Safes For Sale

AT A VERY LOW PRICE.
The advertiser having taken in trade two Fire and Burglar Proof Safes will sell them for Cash much below cost. The Safes are perfectly new, never having been removed from the store of the manufacturer and are of the best make and patent. Address
SAFE," P.O. Box 5,650.

Bankers and Brokers

HARVEY FISK,

A. S. HATCH.

**Office of FISK & HATCH,
Bankers & Dealers in Gov't Securities,
No. 5 Nassau Street, New York.**

Opposite U. S. Sub Treasury.

We receive the accounts of Banks, Bankers, Corporations, and others, subject to check at sight, and allow interest on balances. We make collections on all points in the United States and Canada, and issue Certificates of Deposit available in all parts of the Union.

We buy and sell, at current rates, all classes of Government Securities, the Bonds of the Central Pacific Railroad Company; also Gold and Silver coin and Gold coupons.

We buy and sell at the Stock Exchange miscellaneous Stocks and Bonds, on commission, for cash.

We offer also the United States Six-per-cent. Thirty Year Currency Bonds, issued in aid of the Pacific Railroad, which are widely esteemed by moneyed corporations, as the longest Six-per-cent. Government Bond in the market.

Communications and inquiries by Mail or Telegraph will receive attention.

FISK & HATCH.

J. L. Brownell & Bro.,

BANKERS & BROKERS,

28 BROAD STREET, NEW YORK,
Stocks, Bonds, Government Securities and Gold Bought and Sold exclusively on commission.

Accounts of Banks and Individuals received on favorable terms.

REFERENCES:

J. H. FONDA, Pres. National Mech. Banking Ass. N. Y.

C. B. BLAINE, Pres. Merchants' Nat. Bank Chicago.

LOCKWOOD & Co.,
BANKERS,

No. 94 BROADWAY & No. 6 WALL STREET.

DEALERS IN GOVERNMENT AND OTHER SECURITIES.

Interest allowed upon deposits of Gold and Currency, subject to Check at Sight. Gold loaned to Merchants and Bankers upon favorable terms.

FRANK & GANS,
BANKERS AND DEALERS IN U. S.
GOVERNMENT SECURITIES.

No. 11 WALL STREET

J. M. WEITH,

GEO. ARENTS

J. M. Weith & Arents,

Late Ragland, Weith & Co.

DEALERS IN SOUTHERN AND MISCELLANEOUS SECURITIES,

N. O. 9 NEW STREET.

Loans Negotiated.

Lounsbury & Fanshawe,
BANKERS AND BROKERS,

NO. 8 WALL STREET, NEW YORK

Government Securities,

Gold and Foreign Exchange.

RICHARD P. LOUNSBURY. WILLIAM S. FANSHAWE

R. T. WILSON & Co.,
LATE
WILSON, CALLAWAY & CO.,
Bankers and Commission Merchants,

NO. 44 BROAD STREET, NEW YORK.

Borough Securities, Stocks, Bonds and Gold Bought and Sold on the most liberal terms. Merchants and others allowed 4 per cent on deposits. The most liberal advances on Cotton, Tobacco, &c., consigned to ourselves or to our correspondents M. srs. K. GILLIAT & CO., Liverpool.

Insurance.

ORIGINAL CHARTER 1798.

OFFICE OF THE

New York Mutual
INSURANCE COMPANY.

NO. 61 WILLIAM STREET.

NEW YORK, January 19, 1869.

This Company having been in successful Operation for over 70 Years,

The Trustees submit the following statement of the affairs of the Company in conformity with the requirements of the Charter:

Outstanding Premiums to December 31, 1867, \$75,582 43

Premiums received since..... 279,232 02

Total 353,813 45

No Policies have been issued upon Life Risks, nor upon Fire Risks, disconnected with Marine Risks.

Earned Premiums to January 1, 1869..... \$280,916 74

Losses and Expenses \$151,919 03

Return Premiums 19,389 35

The Company have the following Assets:

Cash in Banks, \$37,461 30

United States Stocks, 292,862 50

Bank, City and Other Stocks, 263,452 29

Loans on Stocks, and Cash due the Company, 28,551 70

Real Estate, bonds and mortgages, 92,000 00

Premium Notes and Bills Receivable, \$64,381 20

Salvage, Re-Insurance, Accrued Interest, 84,288 96

and other Claims due the Company, 25,147 11

Insurance Scrip and Sundry Notes at estimated value, 24,916 25

Total 478,923 52

SIX PER CENT Interest on the outstanding Certificates of Profit will be paid on and after Tuesday the 9th day of February, 1869.

FORTY PER CENT DIVIDEND, and the United States Tax, is declared on the net earned premiums entitled thereto, for the year ending 31st December, 1868, for which certificates may be issued on and after the 1st day of May next.

THE OUTSTANDING CERTIFICATES OF PROFIT OF THE ISSUE OF 1860, AND FIFTEEN PER CENT OF THE ISSUE OF 1869, will be redelivered and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 9th day of February next, from which date all interest thereon will cease. The Certificates to be presented at the time of payment and canceled to that extent.

By order of the Board.

W. P. HANSFORD, Secretary.

TRUSTEES :

Stewart Brown,	Edward Kanpe,
Stephen Johnson,	Henry Oelrichs,
Arthur Leary,	James R. Smith,
Henry Meyer,	George Moses,
Edward H. R. Lyman,	Gustave H. Kissel,
George Moke,	Gerhard Janzen,
E. W. Moseley,	William Paxton,
Francis Hathaway,	John H. Morris,
Lloyd Aspinwall,	Francis Skiddy,
E. P. Faber,	Charles Lamson,
JOHN H. LYELL, President.	THEO. B. BLEECKER, Jr., Vice-President.

For the convenience of its customers this Company have made arrangements to issue policies and certificates payable in London at the Banking House of Messrs. DENNISTOUN, CROSS & CO.

THE
NORTH BRITISH
AND
Mercantile Insurance Co
OF
LONDON AND EDINBURGH.

PAID UP CAPITAL AND ACCUMULATED FUNDS

\$14,044,635 31 IN GOLD.

UNITED STATES BRANCH OFFICE,
50 WILLIAM STREET, NEW YORK.EZRA WHITE, T. C. ALLYN, Associate Managers
CHAS. E. WHITE, Assistant Manager.

HARTFORD

FIRE INSURANCE COMPANY
OF HARTFORD, CONN.

Capital and Surplus \$2,000,000.

Geo. M. COIT, Sec'y. Geo. L. CHASE, Pres't

PHOENIX FIRE INSURANCE CO.,
OF HARTFORD, CONN.

Capital and Surplus \$1,400,000.

D. W. C. SKILTON, Sec'y. H. KELLOGG, Pres

Losses promptly adjusted by the Agents here, and paid in current money.

WHITE ALLYN & CO., Agents,

NO. 50 WILLIAM STREET.

Queen Fire Insurance Co
OF LIVERPOOL AND LONDON.

AUTHORIZED CAPITAL..... £2,000,000 Stg.

SUBSCRIBED CAPITAL..... 1,899,226

PAID UP CAPITAL AND SURPLUS..... \$1,492,840

Special Fund of \$200,000

Deposited in the Insurance Department at Albany.

UNITED STATES BRANCH, NO. 117 BROADWAY, N. Y.

GEORGE ADLARD, Manager

WILLIAM H. ROSS, Secretary.

Boston Bankers.**Page, Richardson & Co.,****BANKERS,****70 State Street, Boston.**

Bills of Exchange, and Commercial and Travelers' Credits issued on

The City Bank,**AND****Robert Benson & Co.,****Munroes & Co.****AND****Marcusard, Andre & Co.,****PARIS.**

Circular Notes available for Travelers in all parts of Europe and the East.

Dupee, Beck & Sayles,**STOCK BROKERS,****NO. 22 STATE STREET, BOSTON.**

JAMES A. DUPPE'. JAMES BECK. HENRY SAYLES.

EVERETT & Co.,**28 State Street, Boston,****AGENTS FOR****AUGUSTINE HEARD & CO.,****OF CHINA AND JAPAN.**

Advances made on consignments of approved merchandise.

Philadelphia Bankers.**AUSTIN & OBERGE,****313 WALNUT STREET,****PHILADELPHIA.****Commission Stock Brokers.****. BELL AUSTIN. CHAS. H. OBERGE****PHILADELPHIA****NOTES, DRAFTS, &c., &c.**

COLLECTED AND REMITTED FOR ON DAY OF PAYMENT, BY THE

Union Banking Company**N. E. Cor. 4th & Chestnut Sts.,****PHILADELPHIA.****N. C. MUSSelman, President.****E. F. MOODY, Cashier.**

All other BANKING BUSINESS IN PHILADELPHIA IN trusted to us will receive our prompt attention.

Southern Bankers.**WASHINGTON.****FIRST NATIONAL BANK OF WASHINGTON.****H. D. COOKE (of Jay Cooke & Co.) President.****W. M. S. HUNTINGTON, Cashier.****Government Depository and Financial Agent of the United States.**

We buy and sell all classes of

Government Securities

of the most favorable terms, and give especial attention to

Business connected with the several Departments of the Government.

Full information with regard to Government Loans at all times cheerfully furnished.

LANCASTER & Co.,**BANKERS AND STOCK AND EXCHANGE BROKERS,****No. 1113 Main Street, Richmond, Va.****BROWN, LANCASTER & Co.,****No. 30 SOUTH STREET, BALTIMORE, MARYLAND.****LANCASTER, BROWN & Co.,****No. 23 NASSAU STREET, NEW YORK.****ROBT H. MAURY JAS. L. MAURY ROBT T. BROOK.****R. H. Maury & Co.,****BANKERS & BROKERS,****No. 1014 MAIN ST. RICHMOND, VA.**

Sterling Exchange, Gold and Silver, Bank Notes, State, City and Railroad Bonds and Stocks, &c., bought and sold on commission.

Deposited and safe collections made on all

accessible points in the United States.**N. Y. Correspondent, VERMILYÉ & Co.****J. L. Levy & Salomon,****STOCK BROKERS AND EXCHANGE DEALERS,****38 CARONDELET ST. N. ORLEANS.**

General Partners—J. L. LEVY; E. SALOMON, formerly of E. J. Hart & Co.

Partners in Command—E. J. HART; DAVID SAWYER, of New York.

Collections made on all points.**Western Bankers.****GILMORE, DUNLAP & Co.,****108 & 110 West Fourth Street,****CINCINNATI, OHIO.**Dealers in **GOLD, SILVER** and all kinds of**GOVERNMENT BONDS.****COLLECTIONS MADE** at all accessible points and remitted for on day of payment.**CHECKS ON LONDON AND PARIS**
FOR SALE

G. P. EMRICH, President. S. R. BONEWITZ, Cashier.

THE COMMERCIAL BANK

OF

WOOSTER, OHIO.

Dealers in Foreign and Domestic Exchange, Gold, and Silver Coin and Government Securities.

Collections promptly made on all accessible points.

NEW YORK CORRESPONDENTS.
National Park Bank, Henry Clews & Co., Bankers.
Nat. Broadway Bank, R. H. Price & Co., Bankers.
Importers & Traders National Bank.ISAAC HARTER. G. D. HARter. M. D. HARter.
BANKING HOUSE OF**Isaac Harter & Sons,****CANTON, OHIO.**

(ESTABLISHED 1854.)

Special Attention given to the collections of Banks, Bankers and Merchants.**THE COMMERCIAL NATIONAL BANK**
of Chicago.**Capital..... \$500,000**H. F. EAMES, President. WM. H. FERRY, Vice-Pres.
M. D. BUCHANAN, Cashier. GEO. L. OTIS, Assist. Cash.**DIRECTORS.**

H. F. EAMES—Director of National City Bank of Ottawa, Ill.

WM. H. FERRY—Director of First National Bank of Utica, N. Y., and Chicago & Northwestern RR. Co.

ALFRED KEEP—Director of Michigan Southern and Northern Indiana RR. Co. and of Henry and Albert Keep.

ALFRED COWLER—Secretary and Treasurer and Director of Chicago Tribune Co.

P. R. WESTFALL, of Merchants, Farmers and Mechanics Savings Bank.

HENRY CLEWS, of Henry W. King & Co.

O. WILLIAMS, of Fitch, Williams & Co.

H. Z. CULVER, of Culver, Page & Co.

HENRY H. TAYLOR, Farm Machinery Warehouse.

E. F. PULSFIE, of E. F. Pulsifer & Co.

WM. H. KRETSINGER, lumber merchant.

S. W. RANSOM, manufacturer of boots and shoes.

BACON WHEELER (retired).

L. A. BENOIST & Co.,**BANKERS,****ST. LOUIS, MISSOURI.**

Buy and Sell Exchange on all the principal cities of the United States and Canada.

Banks and Exchange on all the principal cities of the United States and Canada.

Drafts on London and Paris for Sale.

P. HAYDEN, JOS. HUTCHESON, W. B. HAYDEN.

Hayden, Hutcheson & Co**BANKERS,****NO. 13 S. HIGH STREET,****COLUMBUS, OHIO.**

Do General Banking, Collection, and Exchange Business.

SECOND NATIONAL BANK,**TITUSVILLE, PENN.****Capital..... \$200,000**

Deposited with U. S. Treasurer to secure Circulation and Deposits \$50,000.

G. C. HYDE, Cashier.

CHAS. HYDE, Pres't.

NATIONAL BANK OF THE STATE**OF MISSOURI.****in St. Louis.**

ESTABLISHED 1837.

Capital paid in..... \$3,410,300

This Bank, having reorganized as a National Bank, is now prepared to do a general banking business.

Government Securities, Coin, Gold Dust and Bullion bought and sold at current rates.

Special attention given to collections throughout the West.

JAMES H. BRITTON, Pres. CHAS. K. DICKSON

EDWARD P. CURTIS, Cashier.

Bankers and Brokers.**FIRST NATIONAL BANK OF IDAHO****Boise City, I. T.**

Organized March 11, 1867, (with circulation), under Act of Congress approved June 3, 1864.

CAPITAL, \$100,000. AUTHORIZED CAPITAL, \$500,000.

B. M. DURELL, Pres. C. W. MOORE, Cashier.

New York Correspondent.—National Bank of North America.

Collections on the principal places in Idaho Territory promptly attended to. "Telegraph Transfer," Sight and Time Exchange, for Gold or Currency, can be purchased on this Bank, of National Bank North America, New York City; National Bank of Commerce, Boston, Mass.

NATIONAL
Life Insurance Company
OF THE
UNITED STATES OF AMERICA.

WASHINGTON, D. C.

Chartered by Special Act of Congress.

CASH CAPITAL, \$1,000,000.

PAID IN FULL.

Branch Office:

FIRST NATIONAL BANK BUILDING.

PHILADELPHIA.

To which all general correspondence should be addressed.

Officers:

CLARENCE H. CLARK, President.

JAY COOKE, Chairman Finance and Executive Committee.

HENRY D. COOKE, Vice-President.

EMERSON W. PEET, Secretary and Actuary.

This Company, National in its character, offers, by reason of its Large Capital, Low Rates of Premium and New Tables, the most desirable means of Insuring Life yet presented to the public.

JAY COOKE & CO., 216 Broadway, New York. General Agents for New York State and Northern New Jersey.

Managers:

J. U. ORVIS D. C. WEITMAN

Bank Statements.**REPORT OF THE CONDITION OF THE**
MARKET NATIONAL BANK.

In New York, in the State of New York, at the close of business on the 17th day of April, 1869:

RESOURCES

Loans and discounts..... \$2,350,888 70

Commercial paper..... \$1,469,296 23

Demand loans on United States bonds..... 308,350 (0

Due on other stocks and securities..... 503,237 41

Bad debts (see section 38)..... 1,573 41

Indebtedness of directors..... 15,037 50

Overdrafts..... 2,689 16

United States bonds to secure circulation..... 672,000 00

Other stocks, bonds and mortgages (as per schedule)..... 2,700 00

Due from other national banks (as per schedule)..... 92,563 41

Due from other banks and bankers (as per schedule)..... 21,083 46

Banking-house..... 35,000 00

Current expenses..... \$12,251 62

Taxes paid..... 9,891 80

Cash items, including stamps (as per schedule)..... 22,143 42

Exchanges for Clearing-house..... 39,911 78

Bills of other national banks..... 383,142 95

Bills of State banks..... 40,091 00

Fractional currency, including nickels..... 235 00

Specie, viz.: Gold, Silver, etc..... 3,994 40

Gold Treasury notes 117,240 00

Checks on other banks payable in gold..... 23,216 23

Legal tender notes..... 33,853 00

Three per cent certificates..... 300,000 00

Total..... \$4,323,048 61

LIABILITIES.

Capital stock paid in..... \$1,000,000 00

Surplus..... 311,197 56

Dividends..... \$30,332 44

Exchanges..... 951 11

Interest..... 30,016 51

Profit and loss..... 937 99

Circulating notes received from Commercial banks..... 554,500 00

Less amount on hand..... 4,471 00

Amount outstanding..... 590,923 00

State bank circulation outstanding..... 8,000 00

Individual deposits..... \$1,806,573 92

Certified checks..... 185,421 18

Uncollected checks..... 322,101 2,264,995 10

Due to notional banks (as per schedule)..... 70,467 87

Due to other banks and bankers (as per schedule)..... 27,187 03

Dividends unpaid..... 1,540 00

Total..... \$4,323,048 62

I. A. GILBERT, Cashier of the Market National Bank of New York, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

A. GILBERT, Cashier.

Correct—Attest,

HENRY LYLE, Jr., GEO. B. WHITFIELD, Directors.

B. N. FOX.

State of New York, County of New York.—Sworn to and subscribed before me this 22d day of April, 1869.

THOS. HINWOOD, Notary Public in and for the County of New York.

[May 15, 1869.]

Financial.

WILLIAMS & GUION,
71 Wall Street, New York.
Guion & Co., Alex. S. Petrie & Co.,
Liverpool. London.

Advances made on consignments to our Correspondents, and orders for the Purchase of Merchandise, Stocks and Bonds, executed by Cable or Mail. Travelers' and Commercial Credits issued, available in all parts of Europe, &c.

SOUTTER & Co.,
BANKERS,

No. 53 WILLIAM STREET, NEW YORK.

Dealers in Bills of Exchange, Governments, Bonds, Stocks, Gold, Commercial Paper, and all Negotiable Securities. Interest allowed on Deposits subject to Sight Draft or Check. Advances made on approved securities. Special facilities for negotiating Commercial Paper. Collect both inland and foreign promptly made. Foreign and Domestic Loans Negotiated.

DUNCAN, SHERMAN & Co.,
BANKERS,

CORNER OF PINE AND NASSAU STS.,
ISSUE
CIRCULAR NOTES AND CIRCULAR LETTERS
OF CREDIT,
For the use of Travelers abroad and in the United States, available in all the principal cities of the world; also, COMMERCIAL CREDITS,
For use in Europe, east of the Cape of Good Hope, West Indies, South America, and the United States.

LETTERS OF CREDIT FOR TRAVELLERS.

EXCHANGE ON LONDON AND PARIS.
SIGHT DRAFTS ON EDINBURGH & GLASGOW
STOCKS AND BONDS BOUGHT AND SOLD.
AT THE NEW YORK STOCK EXCHANGE.

James G. King's Sons,
54 William Street.

LETTERS OF CREDIT FOR TRAVELLERS.

Government and other Securities
Bought and sold at the Stock Exchange on usual Commission.

Interest Allowed on Deposits.
Draw Bills on City Bank of London.

Winslow, Lanier & Co.,

BANKERS,
PINE STREET, NEW YORK.

M. K. JESUP & COMPANY,

BANKERS AND MERCHANTS,
12 PINE STREET,
Bonds and Loans for Railroad Cos.,
Contract for
Iron or Steel Rails, Locomotives,
Cars, etc.
and undertake
all business connected with Railways

JAMES ROBB, KING & Co.,

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LETTERS OF CREDIT FOR TRAVELERS,
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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 8.

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THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning by the publishers of Hunt's Merchants' Magazine, with the latest news up to midnight of Friday.

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THE FINANCIAL SITUATION.

The suspense and uncertainty as to the Treasury policy produced a short time ago a good deal of uneasiness in financial circles, the depressing effects of which were diffused throughout the mercantile and industrial movements of the country. Now that Mr. Boutwell has told us what he means to do, it is only fair to look for a general responsive reaction in business. And this is especially to be anticipated, inasmuch as the policy which he has marked out for himself is generally approved as sound, conservative and safe.

The chief point to which apprehension was directed, was the money market. The frequent spasms and severe pressure which have distinguished the experience of the past six months, and have marked it out as the most troubled semi-annual period known in the New York money market for very many years, has so disturbed the financial machinery and demoralized financial confidence, that the reaction may be slow. Still as there is now good reason for anticipating monetary ease for some months to come, the usual results of business activity and speculative excitement are pretty sure to develop themselves before long.

In contemplating the late perturbations in monetary affairs, it is impossible to resist the conviction that we are in a state

of transition to some new financial conditions which may greatly modify the future movements of commerce and trade. In all our large cities, and in this more than any where else, men of experience tell us that business is changing. Capital moves in larger masses than formerly, and for the time being the concentration of the moneyed power seems to be working to the impoverishment of the many and the gain of the few. A year or two ago the banks of this city would have considered it a violation of good faith towards their dealers to attempt to charge more than 7 per cent,—the legal rate of interest—for any accommodation which it was possible for the bank to render. Now there are but very few banks in New York whose books do not show transactions during March and April at usurious rates. Such is the change in public opinion, that there is no attempt at concealment. The charging high rates of interest began with the private bankers; then one or two national banks adopted it, and now all have, more or less, fallen into the practice. This, however, is but one of the numerous symptoms of the concentration of capital in a few hands.

The transition state through which our finances are passing may be further illustrated by the absorption of our floating capital into fixed forms. How far this process has gone, what prodigious amounts of money have been invested in the South, in the West, and indeed in every section of the country, we may form some idea by noting the vast numbers of new buildings which are rising up in every town, city, and village where there is any industrial enterprise, commercial activity or agricultural progress. Our railroads are being extended and are doing for the most part a profitable business. The great trunk lines of the South are all resuscitating and several new pathways of commerce are being projected to connect the Atlantic with the Pacific.

Now all these improvements cost money. They absorb large amounts from the reservoir of floating capital and fix it in permanent forms, so that to render it inaccessible as loanable funds for borrowers. We thus have a severe depletion of the streams of loanable money, and at the same time there is an impulse given to the demand for loans. Such a state of things can scarcely fail to produce monetary spasms and except the bank machinery is extremely elastic, commercial convulsions are not unlikely to occur. It is one of the greatest triumphs of our national banking system that it has sustained during the past four or five years, such severe strain and pressure as have been imposed upon it by the negotiation of the stupendous aggregates of government loans. But that system will win a still more signal triumph if it carries us through the present financial troubles and through those of the near future, without any more severe spasms than those which we have already experienced. During the next five or six months there will be little danger, as the accumulation of

capital and currency in this metropolis and in the other great financial centers will be such as to render the maintaining of monetary equilibrium an easy task. With the opening of the Fall trade, however, in October and November, renewed pressure is likely to be developed, the preparation for which may well engage the anxious solicitude of our financial men. So long as the national banks do not redeem their notes in New York, the only elasticity which our currency possesses to enable it to meet these recurring strains and spasms is imparted by the movements of the Treasury. By what device Mr. Boutwell will meet the emergency remains to be seen.

LAND AND WATER CARRIAGE.

There are those who believe that railroads will soon put an end to inland transportation by water. The growth of the railroad system in this country has been marvelous, and has had a great influence in the reduction of charges for the movement of products. But so far, in the neighborhood of all long water routes, railroads have acted as feeders to them, and have concentrated the traffic of large regions at those central points where the iron road has touched the lake or the river. It has been impossible for the railway to do its business as cheaply as it can be done by water. In the very nature of things the balance is largely in favor of the water route. The difference in the rates charged by either route has, however, been lessening, and it is but a few days since we read in a Chicago paper, that the demand for cars on that particular day for the carriage of grain was in excess of the supply, although the Lake charges to Buffalo were but five cents a bushel. It is claimed by the advocates of cheap railway transportation, that this state of things will be the rule before many years, and that the railroad will soon monopolize the business. At this time wheat is brought by rail from Chicago to New York for 30 cents a bushel, which is actually less than the cost by canal, 32½ cents; but of this last sum 20 cents only are freight and canal tolls. The rest goes for storage, insurance, commissions, elevators, &c. The railroads have carried wheat in the winter at even a less charge than 30 cents, but then and now the charge is no evidence of the cost, and no proof that profit is made. In fact, the charge is part of the "cut-throat" competition of four or five through lines, and while profitable to the grain producer, is ruinous to the companies; which, in the task of distributing breadstuffs to points on the long routes, put their charges at amply remunerative figures.

It may be interesting to compare the charges made by these two methods of transportation, in the view of showing their approach or divergence. The cost of transferring a bushel of grain from the Mississippi river by rail to Chicago, a distance of two hundred miles, is precisely the cost of transportation from Chicago to New York by water, the distance being some fifteen hundred miles. This is a very wide difference, but the disproportion is reduced when the cargo is carried a greater distance by rail, for the cost of handling is the same by the land route whether the car moves one hundred or five hundred miles. And one of the heaviest burdens to which grain is subjected is the charge for handling it at the several places of shipment. A bushel of corn is carried from Chicago via Oswego for 17½ cent, or say 18 cents including the local charge at Oswego. The railway freight for a barrel of flour, which weighs nearly as much as four bushels of corn, is 58 cents from Oswego to New York, or 50 cents to Albany. The cost of transporting the same weight of corn from Oswego to New York is 32 cents by water. From St. Louis to New Orleans the freight in flour is 40 cents, for a distance of twelve hundred miles, a charge that must be reduced if the Mississippi is to be a rival of the Great Northern Water Route from Chicago.

When we consider the enormous extent of the transportation business that reaches New York from the interior, it is difficult to realize how and where the same business could be done if it was transacted on land. Every barge and every canal boat are floating storehouses. They can move at will about the harbor and transfer their cargo to a ship in the East or North river, or at a Jersey dock, or lying moored in the stream. They are limited to no yard or to no particular pier. The freight train is, however, tied down to an iron track. It moves from one place to another only with difficulty and at great expenditure of labor and time. The full train has but little greater capacity than that of a single canal boat. Twenty cars that carry 10,000 bushels are almost matched by the single boat which conveys 8,000. Trains must be limited in frequency and cannot be allowed to run too closely to each other. Delays, minor accidents, the heating of a journal, track repairing, would interfere with that frequent succession of trains which would be necessary to transport the enormous tonnage offering, and they would be very sure to bring on inextricable confusion.

But commerce will seek the cheapest route, and whatever tends to remove burthens and lessen charges offers the strongest inducement to which commerce will respond. Slow freight trains can carry grain and flour cheaper than fast trains. Charges for handling must be reduced. Expenses on the water routes must be cut down, and the products of the Great West must be distributed through the East at a cheaper rate than now. The competition of rival routes does this effectually, as the present charges from Chicago to New York, above quoted, show. Competition is more effective than any labored argument that can be made based upon any array of statistics, however imposing.

One error committed by the advocates of new routes from the West to the seaboard is in supposing that the bulk of the breadstuffs from the West go to European and other foreign ports. Hence the great desire to reach the sea, whether by the St. Lawrence or the Mississippi. The trade with Europe really absorbs but a small fraction of the immense product of the Western grain fields. The West Indies and South America require large quantities. But the greater part is consumed at home, and is distributed all over the seaboard States, in the large cities, in the manufacturing towns, and indeed in the smallest villages. For this distribution there is need of the railroad, and very quietly but regularly it does this work, conveying to all the multitudinous stations and depots the products which have found their way to the seaboard and to the centres from which distribution is made. In this distribution, as we remarked above, the railroad which has transported breadstuffs over long distances at losing rates now compensates itself by the amplest tariff that its managers have the face to impose, and they give abundant proof that carriage by water is cheaper than by land.

WATERING RAILROAD STOCKS.

The diluting process which commenced with the currency appears to be destined to find its way into everything financial. For the last two years it has had unrestricted sweep in the management of railroad corporations. Most of the leading roads have been subjected to a material increase of their capital, and, on some the "watering" process has been repeated. We have just witnessed a virtual increase of 80 per cent on New York Central; it is proposed to make a fresh addition of 60 per cent on Hudson River, and a similar increase is talked of on Harlem; Fort Wayne is promised a stock dividend of 60 or 65 per cent; Rock Island, it is said, is to have its stock well nigh doubled; an increase of 10 per cent on the consolidated Lake Shore Company is talked of as certain; the Pennsylvania, after an increase of \$7,000,000,

promise of yet another stock bonus; on the East Pennsylvania a stock dividend of 100 per cent is contemplated; the Macon and Western has increased its stock one third; and New York and New Haven, after a late addition of 50 per cent to its share capital, proposes to make a further liberal distribution of stock. For the purpose of illustrating what has been done in the way of "watering" railroad stocks, within the last two years, we select 28 prominent roads, giving, as follows, the capital stock of each, on the 1st July, 1867, and on the 1st May, 1869, respectively:

	July 1, 1867.	May 1, 1869.	Increase.
Baltimore & Ohio.....	\$16,152,000	\$18,152,000	\$2,000,000
Boston & Lowell.....	1,820,000	2,169,000	829,000
Boston & Maine.....	4,077,000	4,550,000	473,000
Central of New Jersey.....	13,000,000	15,000,000	2,000,000
Chicago & Alton.....	6,311,000	7,566,000	1,255,000
Chicago, Burlington & Quincy.....	10,193,000	12,500,000	2,307,000
Chicago & Northwestern.....	26,155,000	30,911,000	4,756,000
Chicago, Rock Island & Pacific.....	9,100,000	14,000,000	4,900,000
Cincinnati, Hamilton & Dayton.....	3,130,000	3,521,000	391,000
Cleveland & Pittsburgh.....	5,391,000	5,958,000	567,000
Connecticut & Passumpsic pref'd.....	1,514,000	1,822,000	308,000
Dubuque & Sioux City.....	3,662,000	4,130,000	468,000
Erie.....	25,111,000	37,502,000	12,391,000
Hudson River.....	9,981,000	13,932,000	3,951,000
Hartford & New Haven.....	3,000,000	3,300,000	300,000
Ill. noia Central.....	23,386,000	25,277,000	1,891,000
Marietta & Cincinnati.....	12,666,000	14,620,000	1,954,000
Michigan Central.....	7,542,000	9,325,000	1,823,000
Michigan Southern.....	10,600,000	12,125,000	1,525,000
Milwaukee & St. Paul.....	10,998,000	15,181,000	4,183,000
Morris & Essex.....	3,500,000	4,523,000	1,323,000
Nashua & Lowell.....	6,000,000	720,000	120,000
New York Central.....	26,530,000	51,624,000	25,094,000
New York & New Haven.....	6,000,000	9,000,000	3,000,000
New Providence & Boston.....	1,735,000	2,000,000	245,000
Pennsylvania.....	20,000,000	27,040,000	7,040,000
Philadelphia & Reading.....	22,742,000	26,380,000	3,538,000
Providence & Worcester.....	1,750,000	1,900,000	150,000
Total on 28 roads.....	\$287,036,000	\$400,684,000	\$113,648,000

We have here the startling fact that 28 roads whose combined capital in 1867 amounted to \$287,000,000 have since then increased their stock to \$400,000,000; showing an average inflation of 40 per cent; and yet from the proposed stock dividends above alluded to it would seem that the "watering" mania is far from having exhausted itself. A movement so sudden and so sweeping deserves earnest consideration.

What then is the meaning of this railroad inflation? what its basis? what its motive? and what may be expected as its result? It is somewhat curious to trace the reasons successively assigned by railroad directors for this policy. First of all, it was said that the stock dividends represented earnings invested in construction, although it has in few cases been found easy to trace any correspondence between the increase of stock and the employment of earnings for such purposes; next, it was discovered that the land grants of the roads had become more valuable, and it was urged that this improved value should be represented in the nominal capital; still later, it has been found that it now costs much more to build roads than formerly, and that the capital stock ought to be raised proportionately; and finally, it is urged that the amount of stock should be regulated by the earnings, upon a basis allowing 7 per cent interest for each \$100 of stock. Stockholders and speculators have not been particularly careful about scrutinizing the reasons and motives of this policy; for its result has, in all cases, been to enhance the market value of the stocks and afford splendid opportunities for profit. There are, however, not a few thoughtful capitalists who look upon the "watering" mania with grave apprehension, as one of the worst forms of the prevailing financial derangement.

It is not to be denied that there may be good reasons for increasing the share capital of a railroad company. In case of the building of additional road, laying additional rails not originally contemplated, or making other permanent construction improvements—it may be deemed more prudent to issue stock for these purposes, than to take the requisite means out of the current earnings; or if, for a succession of years, a moderate portion of the earnings has been devoted to these objects, there can be no objection, upon principle, to distributing among the stockholders an amount of stock corresponding to such investments. The late enormous stock dividends,

however, have been carried far beyond the limit allowed by this principle. In fact, the object of the new issues would appear to be mainly a speculative one, and no justification has been sought or cared for beyond the success of the speculation. It is, of course, within the province of the shareholders to determine how they shall have their interest in the road valued or represented. It is, however, a great mistake to suppose that by increasing the nominal capital they in the slightest measure improve the real value of the property, or augment the revenue they may derive from it. It may be that upon the basis of the present cost of construction, the roads are worth much more than their original cost; an argument which, just now, is especially urged by the advocates of dilution: But is it to be held as a sound principle, that the nominal amount of corporate capital is to be increased with the progress of the general inflation of prices and of the currency? It is generally supposed that we have already passed the climax of high prices of products and labor, and that the cost of constructing roads may hereafter show a steady decline toward the old level. Are the dilutionists prepared to follow the logic of their policy, and reduce the capital stock of the roads when the costs of construction and the value of real estate have declined? If not, they must be prepared hereafter to witness a heavy decline in the market value of their shares, unless there is a corresponding increase of business, arising from the fact that the nominal capital exceeds the real value of the roads.

It is again true that the late and present earnings of many roads are such as would enable them to pay a good dividend upon a much larger amount of capital: which fact also is presented as an excuse for "watering." But before concluding that this is a sound reason for inflating the stock capital, it may be well to ascertain the cause and the probable permanence of the improved earnings. In the first place, the increased cost of construction, within the last six years, have deterred prudent capitalists from investing in new railroad enterprises; and carrying facilities having thus been restricted, the roads have had perhaps an undue control over freights. Within the last twelve months, however, new roads have been projected in every part of the country; and, as the costs of building decline, the late prosperity of the roads will naturally induce a very active competition from new lines, materially lowering the present high scale of profits. The late high prices of grain and cotton have facilitated the exaction of high rates of freight upon produce generally; but just as certainly must the now reduced values of breadstuffs compel a reduction in the charges for carrying Western produce. The earnings basis for "watering" is thus seen to be a fluctuating one, and may hereafter just as reasonably call for a reduction of capital stock as it now warrants an increase.

It is impossible to adduce any really sound justification of the "watering" policy. It is, in most cases, simply a deceptive game played by speculative directors, who, after the inflation has been consummated, will be the first to forsake the bubble, and quietly wait to profit from the ultimate violent revulsion in values; while the attempt to draw out of the consumers of the country high charges for freight, so as to pay dividends on the increased stock, is a direct check to our material progress.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY.

This property is a consolidation of the Cleveland, Columbus and Cincinnati, with the Bellefontaine Railway Company. The consolidation was consummated and took effect May 14, 1868, but considering that the official year is to close December 31, the first annual report is made to cover the joint transactions of the two constituent companies for the full year.

[May 15, 1869.]

To this consolidation the Bellefontaine Company contributed (from Indianapolis to Galion) 202.60 miles, and the Cleveland, Columbus and Cincinnati Company (Cleveland to Columbus 137.98 and Springfield to Delaware 49.89) 187.87 miles. Thus the total length of direct track is 390.37 miles, on which there are 29.59 miles of second track and 41.25 miles of sidings. Equivalent single 4 feet 10 inches gauge track 461.21 miles, averaging 56 lbs. per yard of rail.

The number of locomotive engines in the consolidation was 83, from the C. C. C. Company 47, and from the B. Company 36, two of which were replaced by new engines during the year, and eight others were thoroughly rebuilt. Steel tyres are being substituted for iron tyres, and so far as brought into use, have proved to be economical both in general wear and their entire freedom from breakage.

The number of passenger train cars was, at the close of the fiscal year, as follows: 43 first class and 4 second class passenger cars, 10 baggage, 5 baggage and express, and 7 mail cars. Two baggage and express cars were built during the year. The number of merchandise cars was at date as follows: 736 house, 239 live stock, 319 platform, and 21 caboose cars. Of these there were built during the year 18 house and 23 live stock, and during the same time 13 house, 14 live stock and 18 flats were condemned and broken up. The increased and growing traffic of the road, however, demands large additions to this apparently extravagant amount of equipments. The mileage service in all branches for the year is thus summed up: Passenger trains run, 768,374; freight (including switching), 1,261,755; repairs and graveling, 80,509; and fuel, 66,767—total, 2,177,407 miles. The cost per train mile for repairs was 9.21 cents. Of the total number of passengers carried over the road, viz., 546,377, the through travel numbered 76,036, and the travel from station to station 470,341. The result was a mileage of 29,770,918 miles, earning \$849,283 58, or 2.85 cents per mile. The amount of freight or merchandise (net load) was 628,356 $\frac{1}{2}$ tons, and the transportation mileage 95,130,679 $\frac{1}{2}$ miles, resulting in earnings, \$1,843,129 82, or 1.94 cents per mile.

The earnings and expenses accounts are given very full. From these we make up the following:

EARNINGS.		EXPENDITURES.	
Passengers.....	\$49,283 58	Operating.....	\$1,976,002 65
Freight.....	1,843,129 82	National and local taxes.....	152,161 94
Express.....	115,114 86		
Mails.....	6' 918 00	Net revenue, 28,171 p. c.	\$84,449 03
Rents.....	48,901 57	Bond interest, \$94,935 13	
Berea branch.....	8,886 79	Dividends, 7 p. c. 731,244 50	825,179 63
Interest and dividends.....	11,943 69		
Miscellaneous.....	15,065 83	Surplus.....	8,269 46
Earnings L. M. & Col. & X RR. to Nov. 30, 1868.....	8,969 98	Surplus on consolidation: C. C. & C. RR.	156,048 83
Total.....	\$2,962,613 62	Bellefontaine Railway	78,283 97
		Surplus Dec. 31, 1868.	\$242,602 20

The following is a statement of the earnings and expenses of the consolidation for the last five years. They are simply abstract accounts, and lose much of their value from our inability to compare them with mileage of passengers and freight through the series of years. The loss in earnings may be attributed to a general lowering of rates.

C. C. & C. R. R.—Bellefontaine R. R.—Conjoint year.	Earnings.	Expenses.	Earnings.	Expenses.
1864. \$2,499,345	\$1,261,185	\$1,745,644	\$1,161,744	\$4,347,992
1865. 2,386,132	1,550,622	1,675,164	1,182,57	4,061,296
1866. 1,933,736	1,254,017	1,325,280	973,083	3,255,980
1867. 1,894,887	1,228,434	1,487,587	954,920	3,882,474
				2,188,354
				2,962,614
				2,128,165

The dividends paid in August and February were at the rate of 7 per cent annually. The two previous years gave to the C. C. and C. R. R. 8 per cent; and to the Bellefontaine 6 per cent. The total cost of the railroad and its equipments is \$11,936,146 30, or \$30,605 per mile. The following is the general balance sheet of the company, as of January 1, 1869:

Capital stock.....	\$11,680,000
Less held by company.....	1,159,100
C. C. & C. R. R. bonds (\$25,000 falling due yearly)	\$10,460,900 00
B. & Indiana R. R. 1st mortgage bonds.....	400,000
Less held by company.....	51,000
B. & Indiana R. R. 2d mortgage bonds.....	740,000 00
B. & Indiana R. R. income bonds.....	16,000 00
B. & Indiana R. R. bonds past due.....	87,000 00
	2,000 00

Indianapolis, Pittsburg & Cleveland R. R. 1st mort. bonds.....	379,600 00
Indianapolis, Pitts & Cleve'd R. R. 2d mort. bonds \$347,000 00	
Less held by company.....	6,000 00
Dividend No. 2, payable Feb. 1, 1869.....	365,944 50
Surplus fund.....	242,602 20

Per contra : the charges as stated:

Cost of road and equipments.....	\$11,936,146 30
Materials on hand.....	455,314 19
Cash.....	402,040 47
Cash assets.....	137,418 02
Other assets—S. & H. Valley R. R. bords.....	\$2,000 00
" " Real estate.....	30,691 61
" " Wood lands	46,701 04
" " Stone quarry.....	4,915 46
" " Bills receivable.....	18,646 31
" " Insurance scrip.....	455 00
Total.....	\$13,034,346 70

The report of the Board says: The results of the consolidation have been satisfactory, each part of the railway showing its fair per centage of earnings in proportion to the capital represented. It is the opinion of the Board that the mutual benefits to be derived from one organization between Lake Erie and the Eastern railroad connections at Cleveland, and the rich agricultural country traversed by the western connections in Indiana, Illinois and west of the Mississippi, will increase yearly. The Company have also aided in the construction of the Indianapolis and St. Louis R.R., and on its completion it is expected that that road will be of essential advantage to the C. C. C. & Ind. R. R.

RAILROAD EARNINGS FOR APRIL AND FOR THE FOUR MONTHS ENDING APRIL 30.

By special information obtained from several of the Companies we are enabled to compile our monthly statement of railroad earnings at an earlier period than usual.

There is not so uniform an increase in the earnings for April as was shown in the previous month, but they are still very satisfactory, and compare favorably with those for the same month of 1868. The largest increase is shown in the earnings of the Illinois Central, the Chicago, Rock Island and Pacific, and the Chicago and Alton Roads, while the Pittsburgh, Fort Wayne and Chicago, and the Ohio and Mississippi Roads show a considerable decrease. In the case of the latter the falling off is accounted for by the trouble between the Erie Company and the Cincinnati, Hamilton and Dayton, which stopped the passage of through freight for a portion of the month ; that difficulty having been favorably adjusted, a resumption of the full earnings may be expected.

The receipts of grain at Western ports, which affect so greatly the earnings of the principal Western roads, fell off largely with the beginning of April, and for the whole month were below those of 1868 ; as to the future, the accounts differ widely, some parties declaring that there is still a much larger quantity of grain to be sent forward than usual at this season, others being equally positive that very little more grain will be forwarded. The earnings which have been published for the first week in May, show a considerable increase.

The earnings for April are as follows :

RAILROAD EARNINGS FOR APRIL.			
	1869.	1868.	Dec.
*Chicago & Alton.....	\$391,148	\$270,121	\$52,027
Chicago & Northwestern.....	1,092,378	1,094,597	\$2,219
Chicago, Rock Island & Pacific.....	362,901	288,700	74,200
Illinois Central.....	595,355	518,500	76,555
Illinois & Cincinnati.....	109,536	108,461	1,065
Michigan Central.....	411,534	415,758	3,944
Michigan Southern.....	473,544	455,419	21,124
Milwaukee & St. Paul.....	460,287	435,629	24,658
Ohio & Mississippi.....	214,409	253,119	37,740
Pittsburg, F. Wayne & Chicago.....	729,777	770,98	40,420
St. Louis, Alton & Terre Haute.....	171,868	155,388	16,480
Toledo, Wabash & Western.....	311,893	292,885	19,447
Western Union.....	41,92	49,333	7,642
Total.....	\$5,306,430	5,112,848	285,556
			91,964

* 481 miles in 1869, against 280 in 1868.

† Number of miles open continually increasing. Over 100 miles more were worked in April, 1869, than in the same month of 1868.

‡ Including leased lines.

For the four months rom January 1 to May 1, all the roads show an increase, with the single exception of the Ohio and Mississippi. In the following table we compare the earnings of the several roads for the first four months of 1869 with the same period in 1868 :

EARNINGS FROM JANUARY 1 TO MAY 1.

	1869.	1868.	Inc.	Dec.
Chicago & Alt n.	\$1,369,385	\$1,067,470	\$271,915	.....
Chicago & North Western	3,910,108	3,477,157	462,951	.....
Chicago, Rock Island & Pacific.	1,478,109	1,171,182	311,927	.....
Illinois Central.	2,444,523	2,086,850	357,673	.....
Maratta & Cincinnati.	403,267	38,975	22,292	.....
Michigan C ntral.	1,503,096	1,390,649	112,447	.....
Michigan Southern.	1,670,35	1,581,520	188,815	.....
Milwaukee & St. Paul.	1,665,424	1,488,378	177,143	.....
Ohio & Mississippi.	892,314	961,378	-76,964	.....
Pitts. Fort Wayne & Chicago.	2,687,003	2,569,336	117,661	.....
St. Louis, Alton & Terre Haute.	565,529	508,257	57,282	.....
Toledo, Wabash & Western.	1,313,835	1,100,149	113,686	.....
Western Union.	180,339	175,547	4,792	.....
Total.	\$19,878,274	17,983,751	2,068,537	129,064

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending May 15, 1869. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
N. Hamp-hire. Hillsborough	The First National Bank of Hills- borough	The Suffolk National Bank of Boston.
Vermont. Royalton	The National Bank of Royalton	The National Bank of Redemption of Boston, approved in place of The National Union Bank of Boston.
Vermont. Rutland	The Rutland County National Bank	The National Bank of Redemption of Boston, approved in addition to The Importers' and Traders' National Bank of New York.
Massachusetts. Lewell	The Merchants National Bank	The Second National Bank of Boston, approved in place of The National Bank of Redemption, Boston.
Massachusetts. Nantucket	The Pacific National Bank	The Jenkin National Bank of New York, approved in addition to The New England National Bank of Boston.
Massachusetts. New Bedford	The First National Bank of New Bed- ford	The Fourth National Bank of New York, approved in place of The Metropolitan National Bank of New York.
Massachusetts. Newburyport	The First National Bank of Newbury- port	The First National Bank of New York, approved in addition to The First National Bank of Boston.
Massachusetts. Springfield	The John Hancock National Bank	The National Bank of Redemption of Boston, approved in addition to The American Exchange National Bank of New York.
New York Brooklyn	The Manufacturers' National Bank of New York	The Fourth National Bank of New York.
Pennsylvania. Philadelphia	The Girard National Bank	The Chemical National Bank of New York, approved in place of The National Bank of North America, New York, (now in voluntary liquidation.)
Kentucky. Lancaster	The National Bank of Lancaster	The Ninth National Bank of New York, approved in addition to The First National Bank of Cincinnati.
Illinoia. Batavia	The First National Bank of Batavia	The Ninth National Bank of New York, approved in addition to The Second National Bank of Chicago.
Illinoia. Dixon	The Lee County Na- tional Bank	The Central National Bank of New York, approved in addition to The Merchants' National Bank of Chicago.
Wisconsin. Racine	The First National Bank of Racine	The Fifth National Bank of Chicago, approved in addition to The National Bank of The Commonwealth, New York.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON
AT LATEST DATES.

EXCHANGE AT LONDON—APRIL 30.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam	short.	12. 1½@12. 2	April 30.	short.	12. 00 @—
Antwerp.	3months.	25.40 @25.45	April 30.	short.	25.20 @—
Hamburg	"	13.11½@13.11½	April 30.	short.	13. 9 @—
Paris	"	25.32½@25.37½	April 30.	short.	25.16 @—
Paris	short.	25.15 @—	April 30.	3 mos.	25.18 @—
Vienna	3months.	14.52½@14.57½	April 30.	3 mos.	122.30
Berlin	"	6.27½@6.37½	April 30.	3 mos.	6.23%
Frankfort	"	1.30½@1.20½	April 30.	3 mos.	120.
Cadiz	"	49 @49½	April 30.	—	—
Lisbon	90 days.	52½@52½	April 25.	90 days.	50 45
Milan	3months.	26.50 @26.55	April 20.	90 days.	53.%
Genoa	"	26.50 @26.55	—	—	—
Naples	"	26.51 @26.55	—	—	—
New York	—	—	April 30.	60 days.	109½
Jamaica	—	—	April 9.	90 days.	1 p. c. pm.
Havana	—	—	April 30.	60 days.	13½
Rio de Janeiro	—	—	April 1.	7.	18½
Bahia	—	—	April 12.	—	18½
Valparaiso	—	—	March 16.	—	46½
Pernambuco	—	—	April 14.	—	18½
Singapore	60 days.	4s 4d	April 12.	6 mos.	4s. 6½d. @—
Hong Kong	"	4s 4d	April 5.	"	4s. 6½d. @—
Ceylon	"	1 p. c. dis.	March 23.	"	3 p. c. dis.
Bombay	"	1s 11½d @1s 11	April 27.	"	2s 3½d.
Madras	"	1s 11½d @	March 24.	"	2s 1½d.
Calcutta	"	1s 11½d @	April 24.	"	2s. 3½d.
Sydney	30 days.	½ p. c. dis.	Feb. 26.	90 days.	1 p. c. 1 m.

[From our own Correspondent.]

London, Saturday, May 1, 1869.

The Board of Trade returns for March and for the first three months of the year have been published this week. They are more favorable than those for February, and they also show satisfactory results, as compared with the corresponding months last year. As regards our exports, the following are the totals:

DECLARED VALUE OF EXPORTS OF BRITISH AND IRISH PRODUCE AND MANUFACTURES.

	1867.	1868.	1869.
January	£12,786,842	£12,352,688	£13,621,114
February	14,446,072	14,340,979	13,485,026
March	15,148,767	14,829,240	15,697,465
Total	42,381,621	41,422,916	42,808,605

The total, therefore, for March in the current year is heavier than in the corresponding month in the two previous years, and is also the heaviest total in the above statement. Looking at the official returns more attentively, it is noticed that the export of coals show an increase of about 57,000 tons; linen piece goods 4,000,000 yards; iron 99,000 tons; seed oil 1,000,000 gallons; woolen cloth 250,000 yards; flannels 227,000 yards; blankets 928,000 yards; carpets and drugget 615,000 yards; and worsted stuffs 12,000,000 yards. On the other hand there is a diminution of 2,800,000 yards in the exports of woolen yarn, of 700,000 lbs. in those of linen thread, of 245,000 lbs. in cotton thread, of 10,800,000 lbs. in cotton yarn, and of 61,400,000 yards in cotton piece goods.

Our imports this year have been on a large scale, and considerably in excess of previous years. The return published this week relating to the computed real value of the goods imported, embraces a period of only two months. The following figures show, however, that the value of the imports in February was £2,800,000 more than in the corresponding month last year, while in the two months it shows an increase of £4,640,000:

COMPUTED REAL VALUE OF PRINCIPAL IMPORTS.

	1867.	1868.	1869.
January	£10,069,755	£9,489,492	£11,498,405
February	15,871,175	15,484,140	18,148,799
Total	25,940,930	24,983,633	29,642,204

As regards cotton, the computed real value in the two months was £6,702,555, against £4,685,843 and £2,261,889; of wheat, £2,844,818, against £8,866,858, and £2,520,085; of Indian corn, £1,022,367, against £696,724, and £356,547; and of flour, £586,432, against £538,955 in 1868, and £606,631 in 1867.

The following are the leading particulars with regard to cotton:

IMPORTS IN THREE MONTHS.

From—	1867.	1868.	1869.
United States	cwt.	99,403	1,631,830
brazil	"	11,778	151,173
Turkey	"	33,225	4,217
Egypt	"	454,005	324,881
East Inds.	"	147,030	238,032
China	"	2,041	32,668
other countries.	"	64,747	42,695
Total		1,815,219	2,130,806

EXPORTS IN THREE MONTHS.

To—	1867.	1868.	1869.
Prussia	cwt.	50,319	37,319
Hanse Towns	"	197,118	238,365
Holland	"	93,687	147,250
Other countries.	"	201,275	319,952
Total		542,399	742,786

Of cotton manufactures the following are the exports:

IN MARCH.

	lbs.	12,861,580	16,67,358	13,632,548
Yarn	lbs.	210,093,451	249,209,459	223,882,945

Thread.

	lbs.	589,834	4,3,053	511,971
--	------	---------	---------	---------

IN THREE MONTHS.

	lbs.	33,801,690	50,591,062	39,784,832
Piece goods	yds.	621,976,799	73,428,640	671,012,984

	lbs.	1,598,265	1,727,141	1,482,045
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As regards our exports of cotton piece goods in the first three months of the present year, there is a diminution, as compared with 1868, of 2,600,000 yards in those to Holland; 2,890,000 yards to Portugal; 750,000 yards to Illyria, Croatia and Dalmatia; 8,300,000 yards to Turkey; 5,380,000 yards to Syria and Palestine; 2,300,000 yards to Egypt; 7,800,000 yards to the foreign West Indies; 5,100,000 yards to Mexico; 8,800,000 yards to New Grenada; 1,700,000 yards to the Argentine Confederation; 14,200,000 yards to China and Hong Kong; 760,000 yards to Japan; 1,380,000 yards to Java; 1,700,000 yards to the Philippines; 1,400,000 yards to the British West Indies, and of 50,400,000 yards to British India. On the other hand there is an increase of 1,200,000 yards in the shipments to Australia; 1,200,000 yards to the Hanse Towns; 3,400,000 yards to France; 8,400,000 yards to Italy; 11,00,000 yards to the United States; and 9,200,000 yards to Brazil. The following statement shows the extent of our exports to the United States in the first three months of the present and last two years:

	1867.	1868.	1869.
Alkali, cwt.	379,061	3,6,243	425,48
Beer & ale, gals.	5,359	5,071	5,698

	22,004	22,530	17,425
Coals, tons			

COTTON MANUFACTURES:

	44,14,818	33,750,098	44,714,342
Piece goods, yds.			

	402,446	483,768	455,724
Thread, lb.			

	30,201	21,668	22,204
Earthware and Porcelain pugs.			

	2514,866	382,567	397,193
Herbedashery and Millinery, value.			

	£76,180	£47,539	£46,900
Knif. s, forks, &c., value.			

	26,442	16,130	23,001
Anvils, vices, &c., value.			

	145

LINEN MANUFACTURES—

Piece goods, yards.....	29,449,010	20,773,444	\$1,286,942
Thread, lbs.....	400,902	240,284	213,745
METALS—			
Iron—Pig, &c., tons.....	29,153	5,837	25,771
Bar, &c., tons.....	12,107	6,763	15,890
Railroad, tons.....	89,901	120,027	148,500
Castings, tons.....	128	61	41
Hoops, sheets and boiler plates, tons,.....	4,492	2,560	9,096
Wrought, tons.....	2,289	988	2,463
Steel Unwrought, tons.....	5,860	2,703	4,105
Copper, wrought, cwt's.....	2,517	681	1,032
Lead, pig, tons.....	1,346	2,292	1,329
Tin plates, cwt's.....	216,842	243,901	420,025
Oil seed, galls,.....	310,324	87,114	35,531
Salt, tons.....	39,245	44,460	43,536
SILK MANUFACTURES—			
Broad piece goods, &c., yards.....	196,905	130,369	157,617
Handkerchiefs, scarfs, &c., dozens.....	405	52	532
Ribbons of silk only, lbs.....	12,280	9,353	4,776
Other articles of silk only, value.....	£18,063	32,131	40,688
Silk manuf'd mixed with other materials,.....	£24,704	19,793	29,49
Spirits, British, galls.....	7,977	14,700	16,650
Wool, lbs.....	8,314	33,781	943,371
WOOLEN AND WORSTED MANUFACTURES—			
Cloth, yards.....	2,055,665	1,518,652	1,266,658
Carpets and drapery, yards.....	1,928,291	855,744	1,537,901
Shawls, rugs, &c., number.....	58,046	31,951	28,473
Worsted stuffs, yards.....	16,768,185	19,952,440	24,759,560

During the past week business throughout the manufacturing districts has been very quiet, and the utmost caution has been observed in all departments. Cotton, wool, jute, and other similar articles have been in very moderate request, and prices have had a drooping tendency. With regard to the state of trade at Manchester, a report states as follows :

This market has been nearly as quiet this week as it was in the preceding one, when business was almost totally suspended. A few transactions have occurred daily, but the supply of both yarn and cloth has exceeded the demand, and the sales have not been sufficient to sustain prices at last week's quotations, and stocks of both cloth and yarn begin to show some signs of increasing. Producers, accordingly, are more easily dealt with, and have in some cases submitted to prices which they would not accept on Tuesday. On the whole, however, prices have not given way much, considering how little business has been going on, and a fair number of offers at low rates have been refused to-day.

The demand continues very languid in all sections of the market. The cotton market has continued very quiet throughout the week, but, although holders have been free sellers, prices have not given way much. The imports are only light this week, owing to the easterly winds which have prevailed, but spinners have abstained from buying more than their immediate wants required. This flatness in the cotton market has had the usual effect upon the German buyers in this market, who have done almost no business during the week, and until they have disposed of their previous purchases they are not likely to resume business here on a large scale, unless they are tempted by producers accepting lower prices than they are at present disposed to take.

The trade for railroad iron is still firm, and a good business is doing. Some fresh engagements have been entered into on American account. The Russian season is now fairly opened, and shipments are being rapidly made. During the week several vessels have left for Cronstadt; and should no scarcity of tonnage arise, the exports of the present season are certain to be very considerable. One shipbroker has entered into a contract this week to convey 50,000 tons to Cronstadt before the close of the season. There is also a fair prospect of an increase of trade with India this year, the Secretary of State having already advertised for additional supplies; and it is also expected that before long rails will be wanted in connection with the Australian railways.

The weather continues very brilliant, and from all parts of the country the accounts respecting the growing crops are extremely satisfactory. The young wheat plant looks remarkably strong and healthy, and it is even asserted that the prospect is more encouraging than it was at this time last year. The crop of Spring corn also promises to be more abundant, while the hay crop looks very favorable, which is greatly to be desired, for hay has been a very dear commodity in this country for many months past. The month of April has been a very remarkable month, and vegetation has made great as well as healthy progress. A letter from Yorkshire states that in the farming districts of North and East Yorkshire wheat has never looked better, and, indeed, has thickened so much from the genial winter in some places that part of the crop has been harrowed up. Spring corn has come up rapidly, and has grown fast, except that a sharp northeast wind has somewhat checked its growth this week. Where not closely grazed during winter, seeds and pastures are full of promise, but mostly are late. The quantity of corn, feeding cake, &c., giving to stock during the scarcity of the past four months must have had, and indeed is having, its effect, and a rich growth of grass is anticipated. Farm work has got forward, and attention is thus early being turned to the potato and turnip lands, which work well. The lamb crop is everywhere a good one and healthy. Our imports of wheat continue to fall off to a considerable extent. In April they were over 1,000,000 cwt less than in the same month last year, and since the commencement of the season are about 5,000,000 cwt less than in 1867-8. It is to that cause, and to the shortness of the stocks held by the millers that there has been rather more activity in the trade; but the fineness of the weather has precluded the possibility of a rise in

values. On the other hand, indeed, Russian produce has sold at rather lower prices; but other descriptions have commanded previous rates. The following are the imports and exports of wheat and flour into and from the United Kingdom since the commencement of the season :

	Imports	Exports
Sept. 1 to March 27.....	1567-8. cwt.	1868-9. cwt.
Week ending April 3.....	21,095,733	17,089,997
" " "	801,734	426,543
" " "	10.	6,063
" " "	828,616	13,261
" " "	714,712	463,943
" " "	24.	3,76
Total.....	24,248,416	18,894,265
	557,397	122,808

FLOUR.

	Imports	Exports
Sept. 1 to March 27.....	2,082,747	2,393,814
Week ending April 3.....	40,300	60,097
" " "	93,793	25,701
" " "	10.	114
" " "	0,491	102,693
" " "	52,639	80,258
Total.....	2,329,970	2,712,563
	36,162	22,905

The average prices of English wheat, barley and oats in the principal markets of England and Wales last week, compared with the four previous years were :

	1869.	1868.	1867.	1866.	1865.
Wheat.....per qr.	45 5	73 11	62 11	45 5	39 5
Barley.....	43 6	45 2	39 1	36 3	30 0
Oats.....	26 9	28 2	25 6	24 6	22 7

Not very long since I led you to expect some failures in the corn trade. One London firm has been compelled to call its creditors together this week, and it is feared that other firms are seriously embarrassed. The difficulties, however, are in connection with the heavy fall which has taken place during the last four or five months in the value of barley, oats, beans, peas, and Indian corn; and not so much with the rapid decline in the price of wheat. Our own wheat crop was so large, and the accounts from abroad were so very satisfactory that a heavy decline in the value of that commodity was inevitable, and consequently the whole trade have operated with the utmost caution throughout the season. Such has not, however, been the case with regard to spring corn. The crops here were so very deficient that the trade were of opinion that high prices would have been maintained throughout the season; but high quotations have attracted larger supplies of foreign produce than had been anticipated, and the result has been that the rates have heavily, and, to the importer, seriously declined. The abundant receipts of Indian corn have also very materially hastened the downward movement in the value of feeding stuffs.

The money market has not presented any feature of great importance. The advance in the New York exchange to 169½ has had some influence in promoting ease, but a heavy settlement in the London Stock Exchange and also on the Paris Bourse has created some additional demand for accommodation. The quietness of trade, and the apathy with which new loans are received by the public are clearly in favor of continued ease, but considering the proneness of several of our large financial houses to embark in foreign loans, it is certainly advisable that the Bank minimum should remain at four per cent. The Russian, Spanish, and Danubian loans have commanded very little attention on this side, but the Russian loan has been well received in Paris. The following are the present quotations for money, compared with those of last year :

	1868.	1869.	Per cent. Per cent.	Per cent. Per cent.
Bank minimum....	2	4	4 months, ba'k bills 2½@2½	3½@4
Open-market rates:			6 months' ba'k bills 2½@3	3½@4
30 and 60 days' bills 2 @— 3½@—			4 and 6 trade bills.. 3½@4	4 @5
3 months, bills .. 2 @2½ 3½@—				

The rates of interest allowed by the joint stock banks and discount houses for deposits are as under :

	'68. '69.		'68. '69.
Joint stock banks.....	1 3	Disc't houses, 7 days notice .	1 ¾ 3 ¼
Discount houses, at call.....	1 3	do 14 do	1 ¾ 3 ¼

On the Continent the principal feature is a firm market at Hamburg; but in other Continental cities the money market has been very quiet. The following are the quotations :

	B'k rate— 1868. 1869.	Op. m'kt— 1868. 1869.	B'k rate— 1868. 1869.	Op. m'kt— 1868. 1869.
At Paris.....	2½ 2½	1½-2 1½-2	Turin.....	5 5
Vienna ... 4 4	4 4	4 4	Brussels .. 2½ 2½	2½-3 2½-3
Berlin..... 4 4	2½-3 3½	3½	Madrid .. 5 —	—
Frankfort. 2½ 3½	1½-2 3½	3½	Hamburg .. — 1½ 4½	—
Amst'r'd'm 2½ 3	2-2½ 2½	2½	St. Pet'b'g. 7 6½ 7½ 6½	—

There are no material variations in the rates of foreign exchange this week. Gold, however, continues to be taken for export and the Continent; but the demand is not strong. Silver is quieter owing to the announcement that the Indian Government will recommend to draw bills on Calcutta and Madras on Wednesday next. The following prices of bullion are from Messrs. Pixley, Abell & Langley's circular :

	GOLD	S. d. S. d.
Bar Gold	per oz. standard.	77 9 77 9
do fine	do last price.	77 9 77 9
do Refinable.....	do last price.	77 11 77 11
Spanish Doubloons.....	per oz. nominal.	76 0 76 0
South American Doubloons... do	do	73 9 73 9

SILVER.

	s.	d.	s.	d.
Bar Silver Fine.....per oz. standard.	5	0%	5	1%
do do containing 5 grs. gold..	5	1%	5	—
Fine Cake Silver.....per oz. last price.	5	5%	5	5%
Mexican Dollars.....per oz.	4	11%	5	—
Quicksilver £6 17s. per bottle; discount 3 per cent.				

Business in the Stock Exchange has been quiet. Consols on the rising New York Exchange were firm in the early part of the week; but yesterday the market was much weaker in consequence of the recent outrages in Ireland. The revival of the Alabama question was also productive of some flatness in the market. United States Five-twenty bonds have been alternately flat and firm. The market closed yesterday, however, with a firm appearance. Atlantic and Great Western railway securities have experienced a heavy fall, and Erie railway shares are also much lower. The following are the highest and lowest prices of Consols and the principal American securities on each day of the week:

	May 1.	Monday.	Tuesday.	Wed'day.	Thu'day.	Friday.	Sat'day
Consols.....	93 1/4 - 93 1/2	93 1/4 - 93 1/2	93 1/4 - 93 1/2	93 1/4 - 93 1/2	93 1/4 - 93 1/2	93 1/4 - 93 1/2	
U. S. 5-20's, 1883	80 1/2	80 1/2 - 80 1/4	80 1/2 - 80 1/4	80 1/2 - 80 1/4	80 1/2 - 80 1/4	80 1/2 - 80 1/4	
U. S. 5-20's, 18-5.	78 3/4 - 78 1/2	78 3/4 - 78 1/2	78 3/4 - 78 1/2	78 3/4 - 78 1/2	78 3/4 - 78 1/2	78 3/4 - 78 1/2	
U. S. 5-20's, 1887.	79 1/4 - 79 1/2	79 1/4 - 79 1/2	79 1/4 - 79 1/2	79 1/4 - 79 1/2	79 1/4 - 79 1/2	79 1/4 - 79 1/2	Holiday.
U. S. 0-40's, 1904.	73 1/4	73 1/4 - 73 1/2	73 1/4 - 73 1/2	73 1/4 - 73 1/2	73 1/4 - 73 1/2	73 1/4 - 73 1/2	
Atlantic & G't West. consol'd mort. b'ds	25 1/2 - 26 1/2	26 - 26 1/2	24 - 25	22 1/2 - 23 1/2	22 1/2 - 23 1/2	22 1/2 - 23 1/2	
Erie Shares (\$100)	22 1/2 - 22 1/2	22 1/2 - 22 1/2	22 - 22 1/2	20 1/2 - 21 1/2	20 1/2 - 21 1/2	20 1/2 - 21 1/2	
Illinois shares (\$100)	98 - 99	98 1/2 - 98 1/2	98 - 99	98 - 99	98 1/2 - 98 1/2	98 1/2 - 98 1/2	

The following statement shows the present position of the Bank of England, compared with the state of its resources at this date since 1865. It also exhibits the minimum rate of discount, the price of Consols, wheat, middling Upland cotton, and No. 40 mule yarn at this date since 1865:

	1865.	1866.	1867.	1868.	1869.
	£	£	£	£	£
Circulation	23,172,011	23,309,819	23,779,312	24,616,853	23,493,375
Public deposits.....	6,712,990	4,922,990	7,052,501	4,890,109	4,969,000
Private deposits.....	14,059,280	13,587,965	17,793,917	19,916,993	16,968,181
Government securities 10,981,241	10,694,254	12,886,314	13,277,696	14,520,798	
Other securities.....	10,274,907	20,380,349	19,169,324	18,983,775	17,083,093
Reserve	7,726,574	7,636,170	19,169,324	11,481,781	7,341,245
Coin and bullion.....	14,619,974	13,509,140	19,248,895	20,632,886	16,981,179
Bank rate.....	4 1/2 c.	7 p. c.	3 p. c.	4 p. c.	4 p. c.
Consols.....	90%	86 1/2	91 1/2	94	93 1/2
Price of wheat.....	39s. 5d.	45s. 6d.	62s. 11d.	73s. 11d.	45s. 5d.
Mid. Upland cotton.....	14 1/2 d.	13 1/2 d.	11 1/2 d.	12 1/2 d.	11 1/2 d.
40 mule yarn, fair 2d quality.....	1s. 7 1/2 d.	2s. 3d.	1s. 6d.	1s. 4d.	1s. 3d.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, have been reported by submarine telegraph as shown in the following summary:

London Money and Stock Market.—Consols have not recovered from the decline of last week, closing to-night at the same figures as on last Friday evening. United States Five-Twenty bonds have shown considerable strength during the week, although a fraction lower to-day. Railway shares have ruled firm all the week, and a material advance gained in the quotations of all classes of securities. United States bonds at Frankfort have ruled dull and generally weak, closing to-night at 84 1/2 for the old issue.

Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
" for account.....	92 1/2	92 1/2	92 1/2	93	92 1/2
U. S. 6's (5 20's) 1862.	77 1/2	78 1/2	79	79	78 1/2
Illinois Central shares.....	94 1/2	95 1/2	96	96 1/2	96 1/2
Erie Railway shares	17 1/2	18 1/2	19 1/2	20 1/2	21
Atl. & G. W. (consols). 23 1/2	24	24 1/2	24 1/2	25	25

The daily closing quotations for U. S. 6's (1862) at Frankfort were—Frankfort 84 1/2 85 1/2 @ 86 85 1/2 - 84 1/2 84 1/2

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—There was considerable firmness apparent in the tone of the breadstuffs market during the earlier portion of the week, but towards the close a dulness sprang up and the market closes dull with a declining tendency.

Sat.	Mon.	Tues.	Wed.	Thur.	Fri.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Flour, (Western)...,p. bbl	21	6	21	6	21	6
Wheat (No.2 Mill. Red) p. ctt	8	7	8	8	8	8
" (California white) "	9	4	9	4	9	4
Corn (W. mix'd) p. 480 lbs n'w'	20	7	20	6	26	6
Barley (Canadian), per bush	5	0	5	0	5	0
Oats (Am. & Can.) per 45 lbs	3	4	3	4	3	4
Peas. (Canadian) pr 504 lbs	38	0	38	0	38	0

Liverpool Provisions Market.—Provisions have ruled generally dull, and quotations of Pork, Bacon and Lard show a further decline of 2s, 6d. and 1s. 6d., respectively. Beef and Cheese unchanged. The market closes quiet.

Sat.	Mon.	Tues.	Wed.	Thur.	Fri.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Beef(ex. pr. mess) p. 304 lbs	90	0	90	0	90	0
Pork(Etu. pr. mess) p. 200 lbs	101	6	101	0	101	0
Bacon (Cumb. cut) p. 112 lbs	60	0	60	0	60	0
Lard (American) " "	68	6	68	0	68	0
Cheese (fine) " "	83	0	83	0	83	0

Liverpool Produce Market.—There are but few changes to notice in this market, the different articles in the reported list generally remain

ing quiet and steady at the rates ruling last week. Rosin is 6d. better, while Spirits Turpentine is 1s. and Tallow 6d. lower.

Sat.	Mon.	Tu.	Wed.	Th.	Fri.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Rosin (com. Wilm.). per 112 lbs	4	9	4	9	4	5
do Fine Pale..."	15	0	15	0	15	0
Spt turpentine..."	29	0	28	6	28	0
Petroleum (std white). p. 5 lbs.	1	8 1/2	1	8 1/2	1	8 1/2
" spirits.....per 8 lbs	0	8 1/2	0	8 1/2	0	8 1/2
Tallow (American). p. 112 lbs.	44	0	44	0	44	0
Clover seed.....						
Linseed oil ..per ton....	31 10 0	31 10 0	31 10 0	31 10 0	31 10 0	31 10 0

London Produce and Oil Markets.—Sugar has ruled active throughout the week, closing buoyant for both on the spot and to arrive although not quotably higher than the prices current during the week. Calcutta Linseed advanced 6d. at the close to 60s. Linseed Cakes continue to be quoted at £9 15s. @ £10 per ton for oblong. Sperm Oil has recovered £1, closing at £101. Whale Oil unchanged.

Sat.	Mon.	Tu.	Wed.	Th.	Fri.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Lins'd cake(obl)p.tn £10 0 0	£10 0 0	£10 0 0	£10 0 0	£10 0 0	£10 0 0
Linseed (Calcutta) ..0 59 6	0 59 6	0 59 6	0 59 6	0 59 6	0 59 6
Sugar (No. 12 Dch std)					
per 112 lb.....	39 3	39 3	39 3	39 3	39 3
Sperm oil	100 0 0	101 0 0	101 0 0	101 0 0	101 0 0
Whale oil	37 0 0	37 0 0	37 0 0	37 0 0	37 0 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and in general merchandise, the total being \$7,672,849, against \$9,708,952 last week, and \$5,885,230 the previous week. The exports are \$3,622,424 this week, against \$2,809,834 last week, and \$4,471,695 the previous week. The exports of cotton the past week were 8,962 bales, against 10,090 bales last week. The following are the imports at New York for week ending (for dry goods) May 7, and for the week ending (for general merchandise) May 8:

	1866.	1867.	1868.	1869.
Dry goods.....	\$1,508,753	\$1,351,921	\$1,125,659	\$1,485,736
General merchandise.....	3,253,368	3,080,756	3,091,247	3,187,113
Total for the week....	\$4,767,121	\$5,152,677	\$4,216,900	\$7,672,849
Previously reported....	110,855,752	90,277,705	51,463,497	105,497,326
Since Jan. 1.....	\$15,622,873	\$95,439,332	\$85,681,403	\$116,170,315

Since Jan. 1. In our report of the dry-goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 11:

	1866.	1867.	1868.	1869.
For the week.....	\$3,738,972	\$3,235,734	\$3,444,538	\$4,622,434
Previously reported....	37,402,537	11,940,222	61,677,926	55,570,842
Since Jan. 1.....	\$91,141,509	\$75,155,956	\$65,112,464	\$60,193,66

The value of exports from this port to different countries (exclusive of specie) for the past week, and since January 1, compared with the corresponding time of last year, is shown in the following table :

To	1866.	1867.	1868.	1869.
Great Britain.....	\$31,319,660	\$35,674,901		
France	1,799,623	3,266,512		
Holland and Belgium.....	2,015,974	2,132,301		
Germany	6,678,206	4,896,189		
Other Northern Europe.....	1,131,148	632,289		
Spain.....	850,733	466,517		
Other Southern Europe.....	2,015,198	1,686,897		
East Indies.....	49,163	30,820		
China and Japan.....	1,704,516	1,008,536		
Australia.....	1,311,703	885,436		
British N. A. Colonies.....	1,739,114	1,477,568		
Cuba.....	366,889	1,013,157		
Hayti.....	3,000,356	3,19,645		
Other West Indies.....	573,232	688,593		
Mexico.....	254,382	253,201		
Venezuela.....	539,215	496,169		
British Guiana.....	1,115,620	1,240,032		
Brazil.....	1,115,620	1,240,032		
Other S. American ports.....	1,572,383	1,023,214		
All other ports	404,603	461,890		

The following will show the exports of specie from the port of New York for the week ending May 8, 1869 :

May 4—St. Germania, Paris,	May 6—St. Columbia, Havana,

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[May 15, 1869.]

The imports of specie at this port during the past week have been as follows:

May 3—St. Alaska, Aspinwall,		Gold.....	\$126,450
Gold.....	\$2,781	May 5—Sch. Tampico, Tampico,	
Gold dust.....	400	Silver.....	300
Silver.....	2,000	" 6—St. Eustatia, Liverpool,	
" 3—B'g La Creole, Curacao,		Gold.....	969
Gold.....	565	" 8—St. Eagle, Havana,	
Silver.....	133	Silver.....	15,075
" 5—St. Cimbria, Hamburg,			
Total for the week.			\$148,803
Previously reported.....			8,314,442
Total since Jan. 1 1869			\$8,463,145
Same time, 1868			2,817,142
Same time, 1867			892,614

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks

Date.	For Circulation.	For U. S. Deposits.	Total.
Feb. 6	342,555,900	24,492,370	377,048,250
" 13	342,555,900	34,391,350	376,947,250
" 20	342,567,900	34,217,350	376,785,250
" 27	342,613,900	33,051,340	376,464,250
Mar. 6	342,622,900	33,116,340	375,739,250
" 13	342,667,900	32,966,350	375,634,250
" 20	342,690,200	32,716,350	375,406,550
" 27	342,740,100	32,413,350	375,153,450
April 3	342,747,300	32,428,350	375,168,650
" 10	342,793,300	30,875,350	373,673,650
" 17	342,693,300	30,558,350	373,252,150
" 24	342,691,300	30,455,350	373,149,150
May 1	342,736,800	30,255,350	372,959,150
" 8	342,749,800	30,155,350	372,905,150

2.—National bank currency issued (weekly and aggregate), and the amount (including worn-out notes) returned, with the amount in circulation at date:

Week ending.	Notes issued.	Notes in Circulation.	Notes returned.	Notes in Circulation.
Feb. 6	295,460	312,333,46	12,544,140	299,789,347
" 13	197,240	312,530,726	12,787,949	299,742,777
" 20	202,600	312,733,326	12,913,249	299,815,077
" 27	192,840	312,926,166	18,011,149	299,945,073
Mar. 6	129,610	313,055,716	13,150,693	299,905,083
" 13	145,600	313,200,926	13,299,213	299,901,923
" 20	100,800	313,301,738	13,446,893	299,854,840
" 27	159,160	313,460,598	13,564,573	299,896,320
April 3	136,860	313,597,756	13,785,923	299,811,533
" 10	99,050	313,796,806	13,985,051	299,811,533
" 17	505,880	314,100,686	14,301,951	299,800,735
" 24	157,490	314,260,176	14,498,051	299,762,125
May 1	241,515	314,501,721	14,631,961	299,889,760
" 8	129,320	314,641,041	13,824,576	299,806,465

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer and distributed weekly; also the amount destroyed:

Week ending.	Received.	Distributed.	Destroyed.
Feb. 6	889,000	604,831	438,618
" 13	906,000	166,850	412,600
" 20	891,000	221,850	637,700
" 27	529,000	229,809	448,860
Mar. 6	229,610	411,469	369,185
" 13	502,500	350,700	759,500
" 20	538,500	683,099	421,921
" 27	428,626	462,253	553,385
April 3	405,000	205,788	574,140
" 10	476,230	400,000	536,830
" 17	228,000	503,150	500,900
" 24	None	571,500	607,000
May 1	None	320,183	438,900
" 8	None	296,800	656,500

PACIFIC RAILROAD OPEN.—The following statement of time and distances is given by the *Western Railroad Gazette*:

Miles.	Hours.
New York to Chicago, Ill.....	911 39 1/2
Chicago to Omaha, Nebraska.....	491 21 1/2
Omaha to Bryan,.....	353 45
Bryan to Ogden, Utah.....	233 10 1/2
Ogden to Sacramento, Nevada, via Central Pacific Railroad.....	278 12 1/2
Elko to Sacramento, California, via Central Pacific Railroad.....	463 31
Sacramento to San Francisco, via Western Pacific Railroad....	117 3 1/2

Total 3,353 16 1/4

Thus a total distance of 8,558 miles is made, according to the present schedule time, in 6 days and 17 1/2 hours, actual time, by a traveler's watch, from which we deduct 3 1/2 hours, difference of time, when going West, leaving the apparent time consumed in making the trip 6 days and 14 hours.

At San Francisco the mails will connect with the various steamship lines running on the Pacific, and may be landed at Honolulu in nine days from that city, or 15 1/2 days from New York. They can reach Japan in 19 days from San Francisco, or 25 1/2 days from New York, or 33 to 34 days from Great Britain—thus beating the British mails sent via Suez, three to four weeks. The trip between Yokohama, Japan, and either Hong Kong or Shanghai, is readily accomplished by the Pacific Mail steamships in from five to six days, which, added to the time in reaching Japan, will give the through time necessary to reach either of the above named ports of China. The mails for Australia, it is thought, will hereafter go via San Francisco, as the Australian and New Zealand Steamship Company intend transferring the terminus of their line, which has been running from Sydney to Panama, so as hereafter to run from Australia to Taluti, thence to Honolulu, and thence to San Francisco, making 28 days schedule time, which will give us monthly mail to Australia in 34 or 35 days through time.

The *Lafayette Gazette* says: "Indiana will not long be behind her sister States in the amount and extent of her railroad interests. There are now in running order, within the border of this State, 2,566 miles of first-class railroad. The tracks, engines, shops, and all their property complete was valued, one year ago, at \$164,224,000. The three roads that have the greatest number of miles of track are the Ohio & Mississippi, Louisville, New Albany & Chicago, and the Indianapolis,

Cincinnati and Lafayette, according to their old plats; but since the consolidation of the Indiana Central, Union, and Logansport, and Chicago and Air Line into the Columbus and Indiana Railway, the latter takes the lead of all; and, in a few days, the track to Vincennes will be added also. The construction of the new line to connect with the Alton and St. Louis Road, is a fixed fact. The Pittsburg and Fort Wayne, and the Cleveland, Columbus, Cincinnati and Indianapolis Railway, guarantees the means for building it. The route has been surveyed and patted, portions of it have been put under contract, and all will be in running order by next Fall. The building of this road will give two competing parallel railroad lines from St. Louis to New York, via Pittsburg, and both running through fine coal and iron beds between Indianapolis and Terre Haute. The work upon the Crawfordsville and D-nville Road is progressing finely, and it is expected the iron will be laid from Crawfordsville to Indianapolis by the 26th inst.

THE CINCINNATI, HAMILTON AND DAYTON AND THE ERIE RAILWAY DIFFICULTY SETTLED.—The *Cincinnati Commercial* of April 29th has the following:

"We learn, by a private telegram from New York, that the recent difficulty between the Cincinnati, Hamilton and Dayton and the Erie Railway Companies has been amicably settled. The details of the arrangement have not been made public, but the main features, we understand, are about as follows: The contract is for ten years, and goes into effect immediately. The Erie is to have the exclusive use of the broad gauge track for a through business only; the local traffic, both passenger and freight, is expressly reserved to the Cincinnati, Hamilton and Dayton; the Erie runs its own trains, and receives and delivers its own freight, at its own expense. For the use of the track merely, including necessary depot facilities, the Cincinnati, Hamilton and Dayton is to receive one hundred and eighty thousand dollars per annum, in monthly installments of fifteen thousand dollars each, payable in advance. All damages and losses to be paid by the party causing the same.

"This arrangement would seem to be advantageous to both roads. While the Erie gets all that she needs, the Cincinnati, Hamilton and Dayton at the same time receives a handsome return on a hitherto profitless investment.

"Besides the one hundred and eighty thousand dollars from the Erie, the Cincinnati Hamilton and Dayton now receives from another company twenty-five thousand dollars per annum for track privileges on six miles of road; thus making its income from rents alone, two hundred and five thousand dollars, or very nearly 6 per cent on its entire capital stock of \$3,500,000. With such a showing, and such prospects, the stock of the Cincinnati, Hamilton and Dayton should take rank among the safest and most profitable railway investments in the United States."

In this connection it is worthy of remark that the Ohio and Mississippi Railroad lost a great portion of its through freight while the difficulty lasted, and this fact accounts for a decrease in the April earnings.

—A proposition has been submitted to the Massachusetts Legislature to consolidate into one road the Boston and Lowell, Nashua and Lowell, Nashua and Concord, Northern Vermont Central and Ogdensburg Railroads, covering the entire line between Boston and Ogdensburg, N. Y. It is proposed to call it the Great Northern Railroad. The bill authorizes the purchase of all the above named roads, and limits the capital stock of the new corporation to the capital stock and amount of indebtedness of the several roads, with the railroad and steamboat lines now leased by them, which the corporation is also empowered to buy, the whole to be upon terms to be mutually agreed upon, and to be ratified by a majority of the stockholders of each road at a meeting to be called for the purpose. It is understood that all the roads above mentioned are in favor of the consolidation. A hearing upon the matter will be given at a future day.

—The Indianapolis and Chicago Air Line Railroad, by which the present distance by rail between Chicago and the capital and principal city of Indiana will be shortened twenty miles, is contemplated. The route was partially surveyed two years ago, and it is proposed to have it extend through five different county seats in Indiana—Frankfort, Clinton County; Delhi, Carroll County; Monticello, Pike County; Rensselaer, Jasper County, and Crown Point, Lake County. The Counties of Jasper and Clinton are now wholly without railway facilities, and the construction of the proposed line will bring these important localities in direct connection with Chicago. The right of way, from Indianapolis to the city limits of Chicago, has already been procured.

—Steel rails, it is reported, are to be laid on the entire length of the railroad from Paris to Marseilles. The change from iron to steel will require 137,000 tons of steel. From experiments made by the company, it has been calculated that in the vicinity of the stations iron rails will not last over four years, and on the whole line not over eight or ten years.

—The Augusta *Chronicle* and *Sentinel* mention a rumor that negotiations are pending between the Central and Georgia Railroads for a discontinuance of work on the Macon and Augusta Road beyond Millidgeville, the Central to discontinue the Madison branch and aid the Rabun Gap extension from Athens.

—The Baltimore City Council have granted the right of way through the streets of Baltimore to the Baltimore and Potomac Railroad Company for the construction of the road to Acquia Creek and a branch road to Washington.

—A dispatch dated Sacramento, Cal., announces the arrival in that city of a train of Springfield cars, which were the first to cross the continent.

The Bankers' Gazette.

DIVIDENDS.

The following Dividend has been declared during the past week:

NAME OF COMPANY.	PER CENT.	WHEN PAYABLE	WHERE PAYABLE	BOOKS CLOSED.
Railroad. St. Louis, Alt. & T. H. pref.	7	June 1.	Company's Office.	May 25

FRIDAY, May 14, 1869, P. M.

THE MONEY MARKET.—There is little variation in the course of money from the features noted last week. With the banks there is a steady gain in deposits, and private bankers also are receiving deposits from their country correspondents. The condition of the money markets of the interior cities is growing easier, and the surplus funds at those points gradually graduate toward this centre. The payment of coin interest by the Treasury and the weekly government sales of coin have increased very materially the reserve of the banks, which has a tendency to encourage freer lending. There is, however, a very free demand for discount at the banks, so that the easier condition of the supply does not appear in any material change in the rate for call loans. Brokers are able, in some instances, to borrow at 6 per cent on stocks but the general rate on stock loans is 7 per cent and on governments 6 per cent.

Discounts of prime paper are generally done at 7@8 per cent, with exceptions at 9 per cent.

The following are the quotations for loans of various classes:

	Percent.	Percent.
Call loans .....	.. @ 7	Good endorsed bills, 8 &
Loans on bonds & mort. .....	.. @ 7	4 months..... 8 @ 10
Prime endorsed bills, 2 months.....	7 @ 8	do single names..... 10 @ 12
		Lower grades..... 12 @ 15

UNITED STATES BONDS.—The bond market has been, on the whole, active and firm. The London market has recovered from the slight panic noted at the close of last week, and Five-Twenties have advanced from 76½, the lowest point of depression, to 79. Concurrently, the price of gold has advanced 2 points; so that a basis has thus been formed for a material rise in bonds here, and Sixty-Twos have advanced from 117½ on Friday last to 120½ today, and Sixty-Sevens from 115½ to 118½. On Wednesday the Government received tenders for the sale of \$1,000,000 Five-Twenty bonds of any issue. The total offers of bonds amounted to \$1,382,000, the prices ranging from 115.50 for registered Sixty-Twos to 117.85 for coupon Sixty-Sevens. The accepted offers were for \$600,000 Sixty-Fours, coupons, at 115.50; \$75,000 do, do. at 115.53; \$100,000 Sixty-Twos, reg., at 115.50; \$200,000 Sixty-Twos, reg., at 115.52; and \$25,000 Sixty-Fours, reg., at 115.53. The taking of \$1,000,000 bonds off the market, with a very light supply at the time, has not been without its effect upon prices, quotations having since ranged about ½ per cent higher.

Some moderate amounts of bonds have been sent to Europe during the week; but the condition of the foreign markets is not such as to encourage free shipments. To-day bonds opened at London at 78½—a decline of ½—were next quoted at 78½, and at the close fell back to 78½; which course of prices produces a little uneasiness among foreign bankers holding bonds, and has induced some sales by that class of dealers.

A temporary weakness in the market was produced by a Washington dispatch, stating that the Secretary of the Treasury does not propose to cancel the bonds, but simply to save the interest, holding the securities to be reissued if the necessities of the Treasury require such a course. This report, however, has since been authoritatively contradicted, and assurance is given that the bonds will be formally canceled on purchase.

The following are the closing prices of leading government securities, compared with preceding weeks:

	April 2.	April 9.	April 23.	April 30.	May 7.	May 14.
U. S. 6's, 1881 coup.....	115½	116½	117½	118½	118½	121½
U. S. 5-20's, 1862 coup.....	118½	120½	121½	117½	120½	120½
U. S. 5-20's, 1864	113½	115	116½	117½	113½	116
U. S. 5-20's, 1865	115½	117½	118½	119½	114½	118½
U. S. 5-20's, 1865, July cpm.....	112½	113	115	116½	115½	118½
U. S. 5-20's, 1867, coup....	112½	113½	115	118½	113½	118½
U. S. 5-20's, 1868,	112½	113½	115	116½	115½	118½
U. S. 10-40's,	105½	105½	106½	108½	107½	109

The proportion of registered and coupon bonds of each issue of Five-Twenties as now outstanding is as follows:

	Coupon Bonds.	Reg'd Stock.
1862, May and November.....	\$35,889,350	\$12,882,330
1864, May and November.....	65,024,300	64,412,000
1865, May and November.....	140,510,40	62,816,800
1865, January and July.....	253,283,100	79,715,850
1867, January and July.....	298,623,150	80,883,250
1868, January and July.....	35,296,350	7,248,000
Total.....	\$1,178,635,100	\$423,953,250
Total all Five-Twenties.....	\$1,620,558,350	

STATE BONDS.—In this class of securities there has been little variation calling for note. As yet the speculative movement in stocks has not extended to State securities, and in the way of investment the movement is quite limited. Prices range very close upon those of last week.

May 7.	May 14.	May 7.	May 14.
Tennessee Sixes, x c.	68	Louisiana Sixes, levee	69 70
Tennessee Sixes, new	68½	Louisiana Eight's, levee	88
North Carolina Sixes, old	63½	Alabama Fives.....	67
North Carolina Sixes, x. e 55	53½	Alabama Eights.....	102 102
Virginia Sixes, old	58½	Georgia Sixes.....	83 83
Virginia Sixes, new	63	Georgia Sevents.....	96 96
Louisiana Sixes.....	73½	Missouri Sixes.....	83½ 89

RAILROAD AND MISCELLANEOUS STOCKS.—The course of business at the Stock Boards has been interrupted by the change of arrangements growing out of the amalgamation of the Stock Exchange, Open Board of Brokers and the Government Board under one organization. The combined board retains the name of the New York Stock Exchange, and now comprises 1,033 members, with about \$750,000 in its treasury. Advances have been made by the Gold Room looking to its joining the consolidation; and it appears probable that such a course may be adopted, in which event the funds of the Exchange would be increased to about \$1,000,000 and a fine new building for the accommodation of the enlarged organization would probably be erected.

The market has showed a sharp reaction from the depression noted at the close of last week. The prospect of stock dividends and consolidations upon some six or eight principal roads produces a strong feeling among outside operators in favor of higher prices, and the cliques find little difficulty in unloading upon the street, when it suits their purpose to do so. The market has had little stimulus from the Vanderbilt stocks, the suspense as to the fate of the Consolidation and the Certificate bills having had a tendency to keep them quiet. To-day, however, it was announced apparently on good authority that the bills will be certainly signed this week, a report which is apparently confirmed by the fact that the stocks have to-day shown much firmness. From a comparison below it will be seen that prices range generally much higher than last week, the advance being entirely due to the speculative considerations above noted.

The following were the closing quotations of the regular board compared with those of the six preceding weeks:

Mar. 25.	April 2.	Ap. 16.	April 23.	April 30.	May 7.	May 14.
Cumberland Coal.....	35	35½	30	31	31	30
Quicksilver.....	20	21	21½	22	21½	20
Canton Co.....	59	58½	62	62	62½	63½
Mariposa pref.....	34½	34½	28½	43½	19½	42½
Pacific Mail.....	88½	89½	94½	93½	91½	94½
New York Central.....	162½	160	165	168	171½	171½
Erie.....	33½	33½	33½	38½	27½	30½
Hudson River.....	135½	128	149½	148½	157½	153½
Reading.....	91½	90½	94	95	96½	96½
Mich. Southern.....	98	118½	99½	98½	103½	104
Michigan Central.....	117	118½	120	120½	125	126
Clev. and Pittsb.....	88½	x. 88½	91½	93½	93½	93½
Clev. and Toledo.....	10½	x. 10½	10	10	10	10½
Northwestern.....	84½	84	84½	84	87	85
" preferred.....	93½	93½	95½	96½	95½	103½
Rock Island.....	132½	x. 128	131½	137½	128½	128½
Fort Wayne.....	122½	123½	132½	132½	140	147½
Illinois Central.....	138	138	110	145	144	145
Ohio & Miss.....	32½	32½	33½	33½	38½	38½
Milw. & St. Paul.....	71½	71½	79½	77½	78½	75½
" prf.....	80	80	85½	85½	87	87½
Col. Wab. & W'n.....	67	68½	71½	72½	73½	76½

The following statement shows the volume of transactions in shares, at both the Stock Boards for the past and several previous weeks:

Week ending	Railroad.	Coal.	Min.	Im.	Tele-	Steam-	Other.	Total.
Jan. 7.	817	231,591	540	1,050	3,300	6,671	6,377	5,454
Jan. 14.	961	323,704	1,901	3,100	11,890	3,807	11,980	5,336
Jan. 21.	568	293,492	816	12,925	1,961	11,074	8,450	16,934
Jan. 28.	1,043	373,971	2,637	13,000	1,650	18,190	12,492	19,085
Feb. 4.	440	248,166	2,149	4,800	3,200	13,175	16,881	9,675
" 11.	653	179,110	899	9,900	7,359	5,541	25,403	5,656
" 18.	612	163,344	2,850	3,300	4,600	10,456	13,575	7,436
" 25.	784	136,389	903	18,450	700	7,676	22,165	11,543
March 4.	682	177,814	544	28,766	900	6,548	30,697	12,615
" 11.	546	164,344	405	18,050	4,950	6,240	8,424	10,209
" 18.	546	177,818	1,445	29,300	1,950	15,118	21,740	8,604
" 25.	643	207,115	503	10,750	1,800	9,971	20,519	8,970
April 1.	410	138,490	2,149	7,500	1,000	14,549	15,390	5,977
" 8.	415	139,349	575	11,550	1,650	21,255	21,006	5,061
" 15.	893	198,517	135	8,769	3,600	8,916	8,569	6,398
" 22.	745	258,731	1,034	14,950	8,400	16,256	16,692	18,865
" 29.	1,039	542,773	338	32,100	1,500	14,324	15,463	18,445
May 6.	308,820	410	15,190	1,850	9,923	6,971	5,633	409,46
May 13....	890	671,000	369	6,300	1,100	7,130	20	636,899

The following is a summary of the amount of Government bond and notes, State and City securities, and railroad and other bonds sold at Regular Board for the past and several previous weeks:

Week ending	Government Bonds.	State & City Bonds.	Company Bonds.	Total amount.
Jan. 7.	4,677,710	683,000	287,560	5,030,260
Jan. 14.	5,729,070	1,559,500	723,000	8,111,500
Jan. 21.	4,828,160	2,385,900	655,000	7,819,000
Jan. 28.	5,089,450	1,098,500	887,500	7,003,450

Feb. 4	3,659,400	649,500	841,000	5,149,900
Feb. 11	6,108,500	1,290,000	516,500	7,915,700
Feb. 18	9,031,300	994,000	720,000	10,745,300
Feb. 25	4,709,500	1,408,500	512,500	6,630,525
March 4	9,126,000	1,067,000	774,500	10,967,500
" 11	6,06,900	1,308,500	546,000	8,461,400
" 18	6,195,700	775,325	415,500	7,386,500
" 25	3,923,600	768,500	3 4,000	5,056,100
April 1	2,264,500	677,000	215,500	3,157,000
" 8	4,143,500	911,100	290,000	5,374,600
" 15	4,476,450	517,500	229,200	5,223,150
" 22	4,230,700	1,622,000	762,000	6,614,700
" 29	5,017,400	1,541,100	615,675	7,174,275
May 6	3,801,500	1,736,509	982,500	5,570,806
May 13	6,608,000	1,174,500	198,349	7,980,849

Balance in Sub-Treasury morning of May 8	\$1,985,389 15
Deduct payments during the week	\$103,100,851 83
19,833,571 78	
Balance on Saturday evening	\$83,367,290 00
Increase during the week	1,281,890 95

Total amount of Gold Certificates issued, \$4,649 000. Included in the receipts of customs were \$114,000 in gold, and \$2,411,718 in Gold Certificates.

The following table shows the aggregate transactions at the Sub-Treasury a series of weeks :

Weeks Ending	Custom House.	Sub-Treasury	Changes in Balances.
	Payments.	Receipts.	Balances.
Jn. 2.	1,139,182	18,106,484	9,977,05
Jan. 9.	11,375,193	10,396,480	81,366,068
Jan. 16.	2,519,581	7,506,696	82,953,590
Jn. 23.	2,601,325	10,455,285	83,115,122
Jan. 30.	2,346,626	10,024,455	83,073,727
Febr. 6.	2,109,645	5,657,096	87,386,358
Febr. 13.	3,339,473	7,996,110	10,167,005
Febr. 20.	2,899,816	4,674,472	7,089,420
Febr. 27.	3,588,078	8,461,940	6,547,652
Mar. 6.	3,257,013	8,221,692	604,387
Mar. 13.	2,569,789	10,250,600	11,138,388
Mar. 20.	2,993,002	5,366,277	11,321,643
Mar. 27.	2,537,858	5,260,937	94,090,283
April 3.	2,568,794	15,891,946	80,812,928
April 10.	2,718,388	4,246,920	7,161,150
April 17.	2,391,842	5,733,388	5,104,469
April 24.	2,671,828	9,164	8,344,663
May 1.	1,20,455	17,063,636	10,393,150
May 8.	2,525,718	19,833,572	21,115,463

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 8, 1869 :

AVERAGE AMOUNT OF LOANS AND DISCOUNTS, SPECIE, CIRCULATION, DEPOSITS, AND TENDERS.				
BANKS.	Capital.	Discounts.	Specie.	Circulation.
New York.	\$3,000,000	\$1,000,000	\$98,415	\$1,334,600
Manhattan.	2,050,000	845,532	756,989	10,410
Merchants'.	3,000,000	7,626,998	1,066,117	852,558
Mechanics'.	2,000,000	5,819,492	30,638	558,889
Union.	1,500,000	4,060,146	198,391	473,779
America.	3,000,000	7,149,911	1,179,823	1,695
Phoenix.	1,800,000	4,190,842	280,990	52,790
China.	5,242,047	1,200,000	75,790	3,751,546
Trademen's.	1,000,000	1,000,000	24,234	588,996
Fulton.	600,000	2,236,945	184,462	.....
Chemical.	300,000	6,901,955	94,002	547,851
Merchants' Exchange.	1,235,000	3,111,582	52,494	449,477
National.	1,500,000	3,213,154	99,791	493,121
Butchers'.	800,000	2,467,200	54,890	262,800
Mechanics and Traders'.	1,000,000	2,000,000	27,663	18,269
Greenwich.	300,000	1,056,871	3,183	766,139
Leather Manuf. National.	600,000	2,322,776	129,966	201,497
Seventh Ward. National.	500,000	1,322,552	45,558	176,287
State of New York.	2,000,000	4,827,419	477,052	400,000
American Exchange.	5,000,000	9,277,388	437,401	5,612,610
Commerce.	10,000,000	23,743,310	500,000	5,072,256
Way.	1,000,000	7,075,175	61,236	1,096,968
Ocean.	1,000,000	3,158,581	10,726	703,518
Mercantile.	1,000,000	3,238,580	57,223	481,000
Pacific.	42,700	1,645,943	13,327	134,624
Republic.	2,000,000	4,897,741	785,901	851,696
Chatham.	450,000	2,318,111	46,856	131,181
People's.	412,500	1,423,530	36,789	5,995
North American.	1,000,000	2,231,501	101,236	1,049,114
Manufacturers'.	1,000,000	1,000,000	10,603	289,092
Irving.	500,000	1,681,000	11,000	193,056
Metropolitan.	4,000,000	10,988,406	75,408	2,186,842
Citizens.	400,000	1,507,152	19,119	132,060
Nassau.	1,000,000	2,035,563	31,611	4,064
Market.	1,000,000	3,011,730	101,223	589,938
S. N. Nichols.	1,000,000	2,488,000	31,183	1,184,029
Shaw and Leath.	1,500,000	16,000,000	32,500	92,100
Corn Exchange.	2,000,000	2,944,692	23,296	6,108
Continental.	2,000,000	4,214,333	130,522	564,031
Commonwealth.	750,000	2,859,601	24,657	288,127
Oriental.	300,000	1,440,444	10,165	5,150
Marine.	400,000	1,813,070	30,000	369,000
Atlantic.	300,000	1,185,070	30,057	88,379
Importers and Traders'.	1,500,000	10,616,39	104,68	504,941
Mechanics' Banking Ass.	2,000,000	13,965,495	84,668	1,010,333
Grocers'.	500,000	1,036,733	9,352	304,239
North River.	300,000	862,005	7,811	57,250
East River.	400,000	1,213,795	19,352	11,153
Manufacturers & Mer.	500,000	1,077,951	8,631	283,908
Fourth Ward.	1,000,000	17,325,300	68,983	1,424,500
National.	3,000,000	5,573,063	163,321	1,780,000
Second National.	300,000	1,459,629	45,592	1,000,000
Ninth National.	1,000,000	5,535,598	96,446	880,532
First National.	500,000	4,117,065	45,592	373,831
Third National.	1,000,000	4,335,084	113,770	790,851
New York N. Exchange.	300,000	1,137,235	59,985	308,333
Tenth National.	1,000,000	2,819,600	51,000	9,130,000
May Gold Exchange.	1,000,000	1,184,000	723,307	1,000,000
Bull's Head.	200,000	1,781,906	5,648	7,095
National Currency.	200,000	294,711	8,774	90,000
Bowery National.	250,000	839,239	6,674	225,000
Suytssant.	200,000	500,000	.....	581,968
Eleven I. Ward.	200,000	494,988	5,751	230,000
Eighth National.	250,000	961,993	8,000	281,764
American National.	500,000	705,000	11,726	449,50
Germany.	.....	74,733	.....	96,992
Total.	.....	\$3,970,200	268,486,372	16,081,489,33,966,160
				193,868,137
				55,109,753

The deviations from the returns of previous week are as follows:

Loans.....	Inc. \$8,051,212	Deposits.....	Inc. \$9,941,572
Specie.....	Inc. 6,813,854	Legal Tenders.....	Inc. 1,386,149
Circulation.....	Dec. 14,102	.....	.....

The following are the totals for a series of weeks past

	Custom House.	Sub-Treasury	Legal Tenders.	Aggregate Clearances.
Receipts.	Payments.	Receipts.	Deposits.	Tenders.
Jan. 2.	259,090,057	20,716,123	31,379,609	180,480,445
Jan. 9.	11,375,193	10,396,480	81,366,068	45,896,421
Jan. 16.	2,519,581	7,506,696	83,115,122	5,783,307
Jan. 23.	2,601,325	10,455,285	83,073,727	1,475,051
Jan. 30.	2,346,626	10,024,455	83,073,727	2,926,826
Febr. 6.	2,109,645	5,657,096	87,386,358	2,626,265
Febr. 13.	3,339,473	7,996,110	10,167,005	2,163,945
Febr. 20.	2,899,816	4,674,472	7,089,420	2,414,945
Febr. 27.	3,588,078	8,461,940	6,547,652	1,914,288
Mar. 6.	3,257,013	8,221,692	604,387	86,924,288
Mar. 13.	2,569,789	10,250,600	11,138,388	862,778
Mar. 20.	2,993,002	5,366,277	93,742,441	5,965,366
Mar. 27.	2,537,858	5,260,937	94,090,283	947,848
April 3.	2,568,794	15,891,946	80,812,928	1,810,012
April 10.	2,718,388	4,246,920	7,161,150	2,854,930
April 17.	2,391,842	5,733,388	5,104,469	2,37,081
April 24.	2,671,828	9,164	8,344,663	1,3,401
May 1.	1,20,455	17,063,636	10,393,150	6,674,496
May 8.	2,525,718	19,833,572	21,115,463	1,281,891

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

Custom House.	Sub-Treasury	Legal Tenders.
May 3.	\$430,705	\$3,578,329 65
May 4.	486,752 10	995,938 93
May 5.	418,348 98	1,045,767 27
May 6.	412,199 57	7,222,248 91
May 7.	371,273 06	8,170,363 6
May 8.	400,415 56	8,666,094 47
Total.	\$2,525,718 32	\$19,833,571 78
		\$21,115,463 68

May 15, 1869.]

THE CHRONICLE.

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Feb. 20	263,428,068	28,351,391	84,247,321	187,612,546	50,997,197	707,991,041	
Feb. 27	261,371,97	20,382,639	84,247,981	185,216,175	50,885,054	529,316,021	
Mar. 6	262,080,883	19,486,634	84,275,885	182,604,437	49,145,369	727,148,139	
Mar. 13	261,669,698	17,358,671	84,690,445	182,392,458	49,639,625	629,177,566	
Mar. 20	263,083,302	15,213,306	84,741,310	185,049,999	50,774,874	730,710,003	
Mar. 27	263,909,589	12,073,722	84,777,814	180,113,910	50,555,103	707,987,488	
April 3	261,933,675	10,731,839	84,516,916	175,325,789	48,496,359	837,823,692	
April 10	257,480,237	8,794,543	84,609,360	171,495,580	48,644,732	810,565,153	
April 17	255,184,884	7,811,779	84,438,769	172,303,494	51,001,288	773,365,294	
April 24	257,458,074	8,856,360	84,060,581	177,340,080	53,677,889	752,905,766	
May 1	260,435,160	9,367,633	83,972,058	183,948,566	66,495,722	763,764,349	
May 8	268,436,374	16,081,889	83,986,100	193,983,137	55,399,573	901,174,577	

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Monday, May 10, 1869.

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circula.	Date.	Loans.	Specie.	Legal Tend.	Deposits.	Circulation.
Atlantic	\$750,000	\$3,571,752	\$29,390	\$193,892	\$561,946	\$447,517	Dec. 7	\$2,134,431	243,406	\$15,255,601	88,174,328	10,600,069
Atlas	1,000,000	2,985,358	5,735	359,341	593,163	782,493	Dec. 14	\$3,391,664	232,092	\$13,443,804	88,064,037	10,597,516
Blackstone	1,000,000	2,723,503	4,292	278,000	1,347,371	788,275	Dec. 21	\$8,116,639	241,043	\$13,067,674	88,039,669	10,588,691
Boston	1,000,000	1,949,924	9,579	192,857	600,737	596,790	Dec. 28	\$2,461,141	224,043	\$13,018,892	87,791,744	10,586,639
Boylston	500,000	1,455,963	704	155,350	684,785	446,998	Jan. 4	\$1,716,999	252,480	\$13,498,100	88,768,111	10,593,371
Columbian	1,000,000	2,073,578	3,912	372,916	645,097	797,425	Jan. 11	\$1,642,237	54,691	\$13,256,100	88,768,111	10,593,371
Continental	1,000,000	1,871,247	...	275,429	608,023	571,389	Jan. 18	\$2,122,738	478,462	\$13,290,498	88,695,158	10,596,594
Eliot	1,000,000	2,448,992	63,396	184,580	891,706	798,350	Jan. 25	\$2,537,017	411,887	\$14,054,870	88,553,469	10,592,019
Faneuil Hall	1,000,000	2,551,574	8,064	429,800	1,191,554	590,393	Feb. 1	\$2,632,813	302,782	\$14,295,570	89,677,943	10,593,361
Freeman's	600,000	1,404,251	1,917	130,278	512,359	357,343	Feb. 8	\$3,059,716	337,051	\$13,785,595	88,080,399	10,586,550
Globe	1,000,000	4,411,647	982	269,857	1,449,873	367,630	Feb. 15	\$2,929,391	304,681	\$13,573,143	88,711,575	10,582,226
Hamilton	750,000	1,3,1,008	3,024	144,242	691,653	242,030	March 1	\$2,416,146	221,307	\$13,208,677	87,999,986	10,488,335
Howard	750,000	1,476,660	11,836	141,500	439,217	443,315	March 8	\$2,251,351	256,093	\$13,010,508	87,735,305	10,488,516
Market	800,000	1,3,7,117	8,657	109,333	561,583	363,024	March 15	\$2,333,000	297,887	\$13,256,301	88,933,956	10,488,983
Massachusetts	800,000	1,737,817	21,118	263,377	806,783	394,817	March 22	\$1,911,522	277,517	\$13,628,307	87,570,582	10,439,081
Maverick	400,000	549,927	...	115,065	269,635	244,697	March 29	\$1,328,419	225,097	\$12,765,759	86,960,069	10,461,406
Merchants'	3,000,000	6,132,562	265,989	1,017,637	2,853,631	820,460	April 5	\$5,197,000	210,644	\$13,021,315	86,863,344	10,472,420
Mount Vernon	200,000	596,847	8,700	117,616	354,499	177,500	April 12	\$49,886,666	189,003	\$12,163,221	85,3,584	10,632,896
New England	1,000,000	2,109,009	...	439,766	652,595	797,473	April 19	\$2,70,193	184,246	\$12,64,357	86,029,133	10,632,186
North	1,000,000	2,364,763	4,304	232,500	670,512	795,000	April 26	\$1,294,222	161,261	\$13,640,063	87,487,385	10,624,407
Old Boston	900,000	1,917,530	69,084	425,258	1,061,926	363,356	M. V. 3	\$1,510,982	201,758	\$14,240,371	88,971,281	10,617,315
Shawmut	1,000,000	2,210,307	2,524	157,231	619,583	596,637	May 10	\$1,936,530	270,525	\$14,623,803	89,478,933	10,6,7,934
Shoe & Leather	1,000,000	2,295,814	...	289,202	861,677	360,000						
State	2,000,000	5,551,393	17,112	94,8,6	93,520	99,730						
Suffolk	1,500,000	3,224,010	46,2-0	506,634	675,137	750,301						
Traders'	600,000	1,160,933	56,497	76,537	597,047	175,750						
Tremont	2,000,000	3,161,935	105,968	547,868	936,447	691,759						
Washington	750,000	1,862,881	15,375	107,696	618,076	598,578						
First	1,000,000	3,803,573	6,984	394,546	1,031,264	791,957						
Second (Granite)	1,600,000	4,214,193	27,288	62,741	1,745,313	757,433						
Third	300,000	82,569	16,000	83,594	458,885	174,628						
B'k of Commerce	2,000,000	4,591,194	1,747	781,860	1,638,723	976,351						
4 th k of N. Amer.	1,000,000	1,797,793	5,561	335,911	458,514	594,845						
3 rd k of Redemp'tn	1,000,000	4,336,078	180,229	544,8,8	529,499	800,400						
4 th k of the Repub.	1,500,000	2,725,459	...	265,833	630,588	797,801						
City	1,000,000	1,713,408	5,596	248,028	535,569	456,485						
Eagle	1,000,000	1,923,350	9,4-3	181,472	767,101	364,321						
Exchange	1,000,000	3,238,774	144,839	183,314	1,171,772	797,272						
Hide & Leather	1,000,000	2,350,480	2,423	205,152	739,852	791,088						
Revere	1,000,000	3,109,741	46,447	329,134	2,244,708	391,639						
Union	1,000,000	2,357,314	30,862	304,185	951,828	546,266						
Webster	1,530,000	2,528,322	46,964	48,773	826,960	489,306						
Everett	200,000	525,544	1,658	81,214	373,534	99,911						
Security	200,000	572,402	3,212	47,176	401,740	130,000						
Total	.....	44,600,000	100,555,541	287,749	12,513,472	37,457,887	25,324,532					

The deviations from last week's returns are as follows :

Capital	.....	Legal tender notes	.....	'Inc.	161,359
Loans	.....	Deposits	.....	'Inc.	724,145
Specie	.....	Circulation	.....	Dec.	5,528

The following are comparative totals for aseries of weeks past:

Banks.	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.
Dec. 7	98,061,812	95,521	10,499,143	37,998,000	97,256,400
" 14	98,770,840	91,630	11,824,575	37,555,164	95,229,377
" 21	98,813,248	88,581	12,305,400	37,387,221	95,109,549
" 28	98,650,733	781,289	12,510,902	36,797,963	95,122,333
Jan. 4	98,423,614	8,933,402	12,988,332	31,588,767	95,151,317
" 11	100,727,007	17,575,844	12,804,700	35,881,891	95,276,065
" 18	102,205,309	2,677,688	12,952,387	39,717,193	95,245,823
" 25	102,951,942	3,774,700	12,848,874	39,551,747	95,274,300
Feb. 1	103,696,554	2,161,384	12,964,225	40,298,462	95,312,947
" 8	104,342,425	2,073,498	12,962,705	39,499,887	95,292,077
" 15	103,215,084	1,845,484	11,624,836	37,754,732	95,357,122
March 1	101,309,689	1,238,991	11,200,400	35,885,466	95,301,537
" 8	101,425,932	1,297,599	10,985,972	35,529,355	95,347,575
" 15	101,890,393	1,777,915	10,481,715	35,351,654	95,381,067
" 22	99,553,319	1,334,614	10,498,448	32,941,507	94,559,312
" 29	97,670,945	9,737,769	11,46,222	32,994,430	94,574,291
April 5	96,969,714	863,276	12,48,884	31,504,377	94,611,716
" 12	99,625,472	750,160	11,391,550	34,392,377	95,338,783
" 19	99,115,550	639,490	11,240,905	34,251,740	95,311,844
" 26	98,971,711	617,435	12,351,827	35,402,203	95,19,751
May 3	100,127,413	708,933	12,302,113	36,735,712	25,330,060
" 10	10,553,542	1,387,479	12,513,472	37,457,887	25,324,532
Total net	.....	1,000,000	956,000	2,521,000	590,000
Banks.	Capital.	Loans.	Specie.	L. Tend.	Deposits.
Philadelphia	\$1,500,000	\$4,741,000	145,000	\$1,386,000	\$3,250,000
North America	1,000,000	4,154,550	60,026	1,250,188	310,189
Farmers' & Mech.	2,000,000	5,265,464	17,531	1,280,318	4,650,387
Commercial	813,000	2,233,000	4,000	589,000</td	

[May 15, 1869.]

SALE-PRICES AT THE NEW YORK STOCK EXCHANGE
REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE

RECORDED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, MAY 14, TOGETHER WITH THE AMOUNT OF BONDS AND NUMBER OF SHARES SOLD AT BOTH BOARDS IN THE SAME WEEK.

Stocks and Securities.										
	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week's Sales		Stocks and Securities.	
American Gold Coin (Gold Room). National:	137½	137½	138½	137½	138½	138½	-		Railroad Stocks:	
United States 6s, 1881...coupon.	—	119½	119½	120	—	121	\$324,000.	Bost'n, Hartford and Erie ...	100	No.
do do 6s, 1881...registered.	118	—	—	—	120½	120½	10,100.	Central of New Jersey ...	100	2,1
do do 6s, 5-20s ('68) coupon.	—	119½	119	119½	120½	120½	459,000.	Chicago and Alton ...	100	54
do do 6s, 5-20s "do reg'd"	133½	15	113½	115½	116½	116½	184,000.	do do 6s preferred ...	100	—
do do 6s, 5-20s ('64) coupon.	133½	15	112½	115½	116	116½	351,500.	Chicago, Burlington and Quincy ...	100	—
do do 6s, 5-20s ("65) coupon.	—	116½	116	116½	116½	116½	20,000.	Chicago and Great Eastern ...	100	—
do do 6s, 5-20s ("65) "do reg'd".	—	—	—	115½	115½	115½	1,034,500.	Chicago and Northwestern ...	100	—
do do 6s, 5-20s ("65) coup.	116	117½	117½	118	118½	118½	10,900.	do do pref. 100.	100	10,332
do do 6s, 5-20s "do reg'd"	—	117½	117½	118	118½	118½	50,000.	Chicago, Rock Island and Pac. ...	100	12,530
do do 6s, 5-20s ("65) coup.	116½	117½	117½	118	118½	118½	2,426,000.	Cleveland, Col. Chi., and Ind. ...	100	21,12
do do 6s, 5-20s ("65) coup.	116½	117½	117½	118	118½	118½	31,000.	Columbus C. & Ind. Cent. ...	—	200
do do 6s, 5-20s ("65) coup.	116½	117½	117½	118	118½	118½	80,000.	Cleveland and Pittsburg ...	50	1,900
do do 6s, 5-20s ("65) coup.	116½	117½	117½	118	118½	118½	10,000.	Delaware, Lackawanna and West.	50	13,550
do do 6s, 5-20s ("65) coup.	116½	117½	117½	118	118½	118½	—	Dubuque and Sioux City ...	10	400
do do 6s, 5-20s ("65) coup.	116½	117½	117½	118	118½	118½	—	do do pref. 100.	100	46
do do 6s, Oregon War 1881	—	—	—	—	—	—	—	Hannibal and St. Joseph ...	100	—
do do 6s, "do. (4-yr'd)"	—	106½	106½	—	106½	106½	157,000.	Hannibal and St. Joseph pref. ...	100	—
do do 6s, Currency ...	—	—	—	—	—	—	—	Harlem ...	50	—
do do 5s, 1871...coupon.	—	—	—	—	130½	130½	4,000.	do pref. ...	50	—
do do 5s, 1871...registered.	—	—	—	—	122	121	18,000.	Hudson River ...	100	—
do do 5s, 1874...coupon.	—	—	—	—	130	129	10,900.	Illinois Central ...	100	—
do do 5s, 1874...registered.	107½	108½	108½	108	109½	109½	780,000.	Joliet & Chicago ...	100	—
do do 5s, 10-40s...coupon.	107½	108	107½	108	108	108½	114,000.	Long Island ...	50	—
do do 5s, 10-40s...registered.	—	—	—	—	—	—	—	Lake Shore ...	100	—
State :	—	—	—	—	—	—	—	Marietta and Cincinnati, 1st pref 50	100	—
Alabama 8s ...	—	102½	—	102	—	—	—	do do 2d pref 50	100	—
do 5s ...	—	—	—	—	—	—	—	Michigan Central ...	100	—
California, 7s ...	—	—	—	—	—	—	—	Michigan So. and N. Indiana ...	100	22,20
Connecticut 6s ...	—	83	83	83	—	—	3,000.	Milwaukee and St. Paul ...	100	11,800
Georgia 6s ...	—	—	—	—	—	—	—	Morris & Essex ...	50	1,040
do 7s (new) ...	—	—	—	—	—	—	—	New Haven and Hartford ...	100	—
Illinois Canal Bonds, 1860... do Registered, 1860.	—	—	—	—	—	—	—	New York Central ...	100	—
do 6s, con., '79, aft. '60-'62-'65-'70	—	—	—	—	—	—	—	New York and New Haven ...	100	—
do do do do 1877 ...	—	—	—	—	—	—	—	New Jersey ...	—	10
do do do do 1879 ...	—	—	—	—	—	—	—	Norwich & Worcester ...	100	—
Indiana 5s ...	—	—	—	—	—	—	—	Ohio and Mississippi ...	100	—
Kentucky 6s ...	—	—	—	—	—	—	—	Panama ...	100	—
Louisiana 8s ...	—	—	—	—	—	—	—	Pittsburg, Fort Wayne & Chic. ...	50	11,476
Louisiana 8s Levee Bonds ...	70½	70½	70½	70	70	70	111,000.	Reading ...	50	22,100
do 8s Levee Bonds ...	—	—	—	—	—	—	—	Rome, Watertown & Ogdensburg ...	—	—
Michigan 6s, 1878... do 6s (Han. & St. Jos. RR.)	89½	89½	89½	89½	89½	89½	91,000.	St. Louis, Alton & Terre Haute ...	100	—
do 6s (Pacific RR.)	—	—	—	—	—	—	—	do do pref. 100.	100	—
New York 6s, 1872	—	102½	—	102½	—	—	—	Toledo, Wabash and Western ...	100	—
do 6s, 1873 ...	—	102½	—	102½	—	—	—	do do pref 100.	100	—
do 6s, 1875 ...	—	—	—	—	—	—	—	—	—	250
do 7s, State B'Y'D's (coup.)	—	—	—	110½	—	—	5,000.	Railroad Bonds :		
do 7s, (reg.)	—	—	—	61	60½	60½	57,500.	American Dock & Improvement 7%		
North Carolina 6s ...	—	—	—	55½	55½	55½	126,000.	Buffalo, N. Y. & Erie, 1st mort.		
do 6s (old) ...	—	—	—	—	—	—	—	Chicago and Alton, Sinking Fund ...		
do 6s (new) ...	—	—	—	67½	68½	68½	163,000.	do 1st mortgage ...		
Virginia 6s, (old) ...	—	—	—	63½	66½	66½	363,000.	do Income ...		
do 6s, (new) ...	—	—	—	—	58	58½	1,000.	Chicago, Burl'ton & Quincy, 8 p. c.	112	1,000
do 6s, (reg.) ...	—	—	—	—	—	—	—	Chicago & Great Eastern, 1st mort.	90	1,000
Municipal:	—	—	—	—	—	—	—	Chicago & Northwest, Sink. Fund ...	97	5,000
Brooklyn 6s, Water Loan ...	—	—	95½	—	—	—	do do Interest b'nds ...	—	—	
do 6s, Park Loan ...	—	—	—	—	—	—	do do Extension b'nds ...	—	—	
Jersey City Water Loan ...	—	—	—	—	—	—	do 1st mort. ...	93	4,000	
New York 6s, 1870 ...	—	—	—	—	—	—	do do consol'dted ...	—	22,000	
do 6s, 1875 ...	—	—	—	—	—	—	Chicago and Rock Island, 1st mort ...	98	3,000	
do 6s, 1878 ...	—	—	—	—	—	—	Chicago, R. I. and Pac. 7 percent ...	98	30,000	
Bank Stocks :	—	—	—	—	—	—	—	Cleve. P. and Ashtabula, new ...	90	500
American Exchange ...	100	111½	—	112	112	111½	216	Cleveland and Pittsburg, cons. ...	—	—
Butchers & Drovers ...	—	—	—	—	—	—	—	do do 2d mortgage ...	93	500
Bank of New York ...	—	—	—	—	—	—	—	do do 4th mortgage ...	—	—
Bank of Republic ...	—	—	—	—	—	—	—	Cleveland and Toledo, Sink'g Fund ...	86½	1,000
Central ...	—	—	—	100	—	—	—	Col., Chi. & Ild. Central 1st ...	86½	198,000
Commonwealth ...	—	—	—	127	—	—	—	do do 2d mort. ...	80½	5,000
Commerce ...	—	—	—	100	102	102	100	Delaw'e, Lackaw., & West, 1st m. ...	90	—
Continental ...	—	—	—	100	—	—	—	do do 2d m. ...	90	—
Corn Exchange ...	—	—	—	100	102	102	100	Dubuque & Sioux City, 1st ...	93	5,000
Fourth ...	—	—	—	100	104½	104½	1,000.	Erie, 1st mortgage, 1868 ...	100	—
Hanover ...	—	—	—	105	105	105	—	do 2d mortgage, 1879 ...	91	5,000
Gallatin ...	—	—	—	100	—	—	—	do 3d mortgage, 1883 ...	91	1,000
Manufacturers & Merchants ...	—	—	—	100	—	—	—	do 4th mortgage, 1880 ...	90	—
Metropolitan ...	—	—	—	100	—	—	—	Galena & Chicago, 2d mortgage ...	97	1,000
Manhattan ...	—	—	—	100	—	—	—	Great Western, 1st mortgage, 1888 ...	78	5,000
Merchants ...	—	—	—	50	118½	118½	—	Great Western, 2d mortgage ...	79	5,000
Mechanics and Traders ...	—	—	—	100	—	—	—	Han'l, 1st mortgage, 1869-72 ...	91	10,000
Nassau ...	—	—	—	100	—	—	—	Hudson River, 1st mortgage, 1869 ...	104	1,000
North Amer ica ...	—	—	—	100	—	—	—	do 2d mort. (S. F.), '85 ...	104	1,000
Ocean ...	—	—	—	100	—	—	—	Illinoi's Central bonds ...	86½	4,000
Phoenix ...	—	—	108	—	—	—	—	Mariposa Trustee 10 cts ...	72½	2,000
Park ...	—	—	100	—	—	—	—	Michigan Central 8s, 1869-72 ...	80	12,500
State of New York ...	—	—	100	—	—	—	—	do do 8s, new, 1882 ...	80	151,000
St. Nicholas ...	—	—	—	114	—	—	—	Michigan Southern, Sinking Fund ...	119½	4,000
Tenth ...	—	—	—	8	—	—	—	do do 2d mort. 7s ...	92	1,000
Miscellaneous Stocks :	—	—	—	—	—	—	—	Milwaukee and St. Paul, 1st mort. ...	92	1,000
Cost.—American ...	25	—	—	—	—	—	—	do do 2d mort. ...	103½	12,000
Ashburton ...	—	—	—	—	—	—	—	do 8s 1st mort. ...	93	13,000
Central ...	—	—	—	100	—	—	—	do 7-10 conv. ...	96	16,000
Cumberland ...	—	—	—	100	—	—	—	do 1st Iowa ...	97	7,000
Delaware and Hudson ...	100	134	—	134	134	132	344.	Morris and Essex, 1st mortgage ...	97	5,000
Pennsylvania ...	—	—	—	50	—	—	—	do do conv. ...	92½	—
Spring Mountain ...	—	—	—	50	—	—	—	New York Central 8s, 1883 ...	90	3,500
Gas.—Manhattan ...	—	—	—	50	230	20	—	do do 6s, 1887 ...	92	—
Improvement.—Bost. Wat. Pow. 100	—	—	—	16½	17½	17½	600.	—	—	
Brunswick City Land ...	—	—	—	9	—	—	—	—	—	
Canton ...	—	—	—	62½	62½	500	—	—	—	
Cary ...	—	—	—	35	34	34	4,887.	Peninsular, 1st mortg. ...	93	—
Commerce ...	—	—	—	100	93½	94½	7,130.	St. Louis, Alton & Terre H. 1st m. ...	93	—
Telegraph.—Western Union ...	100	42½	43½	43½	44½	44½	4,887.	do do do 2d pref. ...	90	17,000
Steamship.—Atlantic Mail ...	100	—	—	92	92½	93½	—	do do do Income ...	90	14,000
Pacific Mail ...	—	—	—	92	92½	93½	—	St. Louis, Alton & Iron Mountain, 1st m. ...	75	—
Union Navigation ...	—	—	—	61	61	61½	1,080.	do do do 2d mort. ext. ...	75	1,000
Express.—Adams ...	—	—	—	61	61	61½	—	do do do 3d mort. ...	75	—
American ...	—	—	—	61	61	61½	1,080.	Peninsular, 1st mortg. ...	93	—
American and M. Union ...	—	—	—	41	40½	40½	435.	St. Louis, Alton & Terre H. 1st m. ...	93	—
Merchants' Union ...	—	—	—	15½	15½	15½	—	do do do 2d pref. ...	90	17,000
United States ...	—	—	—	68	67½	67½	375.	do do do Income ...	90	14,000
Wells, Fargo & Co. ...	100	34½	—	35	34	34	2,549.	St. Louis & Iron Mountain, 1st m. ...	75	—
Minning.—Mariposa Gold ...	100	21½	24½	49½	47½	48½	2,700.	do do 2d mortg. ext. ...	83	6,500
Pacific.—Mariposa preferred ...	100	43½	47	49½	47½	48½	2,700.	do do equipment ...	97	8,000
Quicksilver ...	100	—	—	19½	19½	19½	2,200.	do do cors. con. ...	80	27,000
Miscellaneous.—Bankers & Bro. Ass ...	—	—	—	200	—	—	—	St. Louis, Peoria & Warsaw, 1st W. D. ...	87	1,000
Union Trust ...	—	—	—	200	—	—	—	do do do E.D. ...	87	—

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES		Dividend.		FRIDAY		COMPANIES		Dividend.		FRIDAY.	
Marked thus * are leased roads In dividend col. x - extra, c cash, s - stock.	Stock out-standing.	Periods.	Last paid. Date	Rate	Bid. Ask.	Marked thus * are leased roads In dividend col. x - extra, c cash, s - stock.	Stock out-standing.	Periods.	Last paid. Date	Rate	Bid. Ask.
Railroad. PAR						New York and Harlem 50	5,500,000	Jan. & July	Jan. '69	4	147
A Albany and Susquehanna... 100	1,861,393	Jan. & July	Jan. '69	2	.....	New York & Harlem pref. 50	1,569,000	Jan. & July	Jan. '69	4	151
A Atlantic & St. Lawrence*... 100	2,494,900	Jan. & July	Jan. '69	4	.....	N. Y. and New Haven.... 100	9,000,000	Jan. & July	Jan. '69	5	140
A Atlanta & West Point.... 100	1,233,100	Jan. & July	Jan. '69	4	.....	New York, Prov. & Boston 100	2,000,000	Jan. & July	Jan. '69	3½	.....
A Augusta & Savannah.... 100	733,700	Jan. & July	Jan. '69	3½	.....	Norfolk & Petersburg, pref 100	300,500	Jan. & July	Jan. '69	3½	.....
Baltimore and Ohio.... 100	18,151,962	April & Oct	Ap'l '69	4	.....	*o do guar. 100	137,500	Jan. & July	Jan. '69	3½	.....
Washington Branch.... 50	1,650,000	April & Oct	Ap'l '69	5	.....	Northern of N. Hampshire 100	3,068,400	June & Dec	Dec. '68	4	113
Parkersburg Branch.... 50	.....	.....	.....	.....	.....	North Central, 50	4,798,900	Quarterly	May '69	2	.....
Berkshire*.... 100	600,000	Quarterly	Ap'l '69	13½	.....	North Eastern (S. Car.) 50	898,950	.....	.....	.....	.....
Blossburg and Corning*.... 50	250,000	Jan. & July	Jan. '69	2½	.....	do 8 p. c. pref. 100	155,000	May & Nov	.....	.....	.....
Boston and Albany.... 100	14,934,100	Jan. & July	Jan. '69	5	15½	North Carolina 100	4,000,000	.....	.....	.....	.....
Boston, Con. & Hous. pref 100	1,340,400	May & Nov	Nov. '68	3	.....	North Missouri 100	4,249,307	.....	.....	.....	.....
Boston, Hartford and Erie.... 100	18,939,800	.....	.....	23½	23	North Pennsylvania 100	3,150,000	Feb. '69	5½	65%	50
Boston and Lowell.... 50	2,169,000	Jan. & July	Jan. '69	4	13½	Norwich and Worcester.... 100	2,362,700	Jan. & July	Jan. '69	3	104
Boston and Maine.... 100	4,453,000	Jan. & July	Jan. '69	4	135	Ogdens, & L. Champlain 100	3,023,500	Annually	Feb. '69	4	103
Boston and Providence.... 100	3,380,000	Jan. & July	Jan. '69	4	135	do preferred 100	1,000,000	Apr. & Oct	Ap'l '69	3	38%
Buffalo, New York, & Erie*.... 100	950,300	June & Dec	Dec. '68	3½	.....	Ohio and Mississippi.... 100	19,521,077	.....	.....	.....	.....
Buffalo and Erie.... 100	6,000,000	Feb. & Aug	Feb. '69	4	95	do preferred 100	3,344,400	Jane & Dec	Dec. '68	3½	77
Burlington & Missouri Riv.... 100	1,596,500	.....	.....	.....	Oil Creek & Allegheny River 50	4,259,450	Quarterly	Ap'l '69	2½	.....
Camden and Amboy.... 100	5,000,000	Feb. & Aug	Feb. '69	5	12½	Old Colony and Newport 100	4,943,420	Jan. & July	Jan. '69	3	67
Camden and Atlantic.... 50	371,200	.....	.....	.....	Orango and Alexandria 100	2,042,400	Feb. & Aug	Feb. '69	4	.....
do do preferred 50	80,1905	Jan. & July	Jan. '69	3½	20	Oswego and Syracuse.... 100	2,026,655	May & Nov	May '69	5	114%
Cape Cod.... 50	1,159,500	.....	.....	63½	Panama 100	7,000,000	Quarterly	May '69	6	62	
Catawissa*.... 50	2,200,000	May & Nov	Nov. '68	3	63½	Pennsylvania 100	27,040,762	May & Nov	May '69	5	114%
Cedar Rapids & Missouri 100	5,432,000	.....	.....	.....	Philadelphia and Erie*.... 50	2,400,000	Jan. & July	Jan. '69	4	96%	
Central Georgia & B'g Co. 100	4,666,800	June & Dec	Dec. '68	5	11½	Phila. and Reading, 50	2,400,000	Jan. & July	Jan. '69	4	96%
Central of New Jersey.... 100	15,000,000	Jan. & July	Jan. '69	2½	.....	Phila., German., & Norristown's 50	1,587,760	Apr. & Oct	Ap'l '69	5	124
Central Ohio.... 50	2,500,000	June & Dec	Dec. '68	3	.....	Pittsburg, Ft. W. & Chicago 100	9,084,300	Jan. & July	Jan. '69	4	109
do preferred 50	700,000	do	Dec. '68	3	.....	Portland & Kennebec (new) 100	581,100	Jan. & July	Jan. '69	3	109
Cheshire, preferred.... 100	2,08,370	January	Jan. '69	4	70	Portland, Saco, & Portsmouth 100	1,500,000	June & Dec	Dec. '68	4	112%
Chicago and Alton.... 100	5,141,800	Mar. & Sep.	Mar. '69	5	157	Providence and Worcester 100	1,900,000	Jan. & July	Jan. '69	4	.....
do preferred 100	4,245,400	Mar. & Sep.	Mar. '69	5	158	Raritan and Delaware Bay*.... 100	2,530,700	.....	.....	.....	.....
Chic. & Quincy.... 100	12,500,000	Mar. & Sep.	Mar. '69	15	190	Rensselaer and Saratoga con. 100	2,850,000	April & Oct	Ap'l '69	3½	.....
Chicago and Great Eastern.... 100	4,390,000	.....	.....	.....	Richmond and Danville 100	4,000,000	.....	.....	.....	.....
Chicago, Iowa & Nebraska*.... 100	1,000,000	Jan. & July	Jan. '69	5	.....	Richmond & Peters.... 100	847,100	.....	.....	.....	.....
Chicago and Milwaukee*.... 100	2,287,000	.....	.....	.....	Rome, Waterf., & Ogdens' 100	2,536,000	Jan. & July	Jan. '69	5	120	
Chicago & Northwest.... 100	14,655,675	June & Dec	Dec. '68	5	92½	Rutland, 100	100	.....	.....	.....	.....
do do pref 100	6,256,287	.....	.....	10½	.....	St. Louis, Alton, & Terre Haute 100	2,300,000	Feb. & Aug	Feb. '69	3½	38
Chicago, Rock Isl. & Pacific 100	14,000,000	April & Oct	Ap'l '69	5	12½	do do pref. 100	2,040,000	Annually	May '69	7	71
Cinc. Ham. & Dayton.... 100	3,521,684	April & Oct	Ap'l '69	5 bds	82	S. Louis, Jackson., & Chic* 100	1,469,429	.....	.....	.....	.....
Cinc. Richm. & Chicago*.... 100	371,100	.....	.....	.....	Sandusky, Mans. & Newark 100	901,241	.....	.....	.....	.....
Cin. Sandusky, and Cleavel 50	2,089,090	.....	.....	.....	Schuylkill Valley*.... 100	576,050	Jan. & July	Jan. '69	2½	.....
do do pref 50	393,075	May & Nov	Nov. '68	.....	Shamokin, Val. & Pottsville 100	869,450	Feb. & Aug	Feb. '69	3	.....
Cincinnati and Zanesville.... 50	1,676,345	.....	.....	.....	Shore Line Railway.... 100	625,200	Jan. & July	Jan. '69	2	.....
Cleveland, Col. Cin. & Ind. 100	10,461,900	Feb. & Aug	Feb. '69	3½	.....	South Carolina 100	5,819,275	.....	.....	.....	.....
Cleveland & Mahoning*.... 50	3,056,750	May & Nov	Nov. '68	3½	93½	South Side (P. & L.).... 100	1,365,600	.....	.....	.....	.....
Cleveland and Pittsburg.... 50	5,938,725	Quarterly	Ap'l '69	2	46½	South West, Georgia.... 100	2,210,900	Feb. & Aug	Feb. '69	4	.....
Columbus, Chic. & Ind. Cent*.... 100	11,100,000	Quarterly	Oct. '67	2½	47	Syracuse, Bingham & N. Y. 100	1,314,130	.....	.....	.....	.....
Columbus and Xenia.... 50	1,788,800	Dec. & June	Dec. '68	3	75	Terre Haute & Indianapolis 50	1,988,150	Jan. & July	Jan. '69	6	.....
Concord.... 50	1,500,000	May & Nov	Nov. '68	5	70½	Toledo, Peoria, & Warsaw 100	2,700,000	.....	.....	.....	.....
Concord and Portsmouth.... 100	350,000	Jan. & July	Jan. '69	3	.....	do do 1st pref. 100	1,700,100	.....	.....	75%	78%
Conn. & Passaic, pref.... 100	1,822,100	Jan. & July	Jan. '69	3	90	do do 2d pref. 100	1,000,000	May & Nov	May '69	3½	81%
Connecticut River.... 100	1,700,000	Jan. & July	Jan. '69	5	.....	Toledo, Wab. & West.... 100	6,000,000	.....	.....	.....	82
Cumberland Valley.... 100	1,316,900	Apr. & Oct	Ap'l '69	4	20	do do preferred 100	1,000,000	May & Nov	May '69	3	.....
Dayton and Michigan.... 100	9,420,000	.....	.....	.....	Utica and Black River.... 100	1,497,700	Jan. & July	Jan. '69	4	101	
Delaware*, ... 25	594,361	Jan. & July	Jan. '69	3	118	Vermont and Canada*.... 100	2,860,000	June & Dec	Dec. '68	2	59%
Delaware, Lacka., & Western 50	14,100,690	Jan. & July	Jan. '69	5	120	Virginia Central, 100	2,258,679	.....	.....	.....	.....
Detroit and Milwaukee.... 100	452,850	.....	.....	.....	Virginia and Tennessee.... 100	2,94,791	.....	.....	.....	.....
Dubuque and Sioux City.... 100	2,142,350	.....	.....	.....	Western (N. Carolina).... 100	555,500	.....	.....	.....	.....
Eastern, (Mass.).... 100	3,88,300	Jan. & July	Jan. '69	3	116	Western Union (Wis. & Ill.).... 100	2,227,000	Jan. & July	Jan. '64	4	.....
East Tennessee & Georgia 100	2,141,970	.....	.....	.....	do do pref. 100	560,000	.....	.....	.....	.....
East Tennessee & Virginia 100	1,908,000	.....	.....	.....	Wilmington & Manchester 100	1,47,018	.....	.....	.....	.....
Elmira and Williamsport*.... 50	500,000	May & Nov	Nov. '68	2½	60	Wilmington & Weldon.... 100	1,463,775	.....	.....	.....	.....
do do pref 50	500,000	Jan. & July	Jan. '69	4	80	Worcester and Nashua.... 100	1,559,000	Jan. & July	Jan. '69	4	.....
Erie.... 100	5,658,900	January	Jan. '69	7	.....	Canal.					
Fitchburg.... 100	3,540,000	Jan. & July	Jan. '69	4	33	Chesapeake and Del. 50	1,983,563	June & Dec	Dec. '68	8	94
Georgia.... 100	4,156,000	Jan. & July	Jan. '69	4	117½	Delaware Division*.... 50	1,633,350	Feb. & Aug	Feb. '69	4	96
Hannibal and St. Joseph.... 100	1,832,000	Quarterly	Apr. '69	3	265	Delaware and Hudson.... 100	15,000,000	Feb. & Aug	Feb. '69	5	132%
Hartford & N. Haven.... 100	3,200,000	Quarterly	Apr. '69	4	157½	Lehigh Coal & Navigation 50	4,999,400	Feb. & Aug	Feb. '69	5	64%
Housatonic preferred.... 100	2,000,000	.....	.....	.....	Monongahela Navigat. Co. 50	728,100	Jan. & July	Jan. '69	3	41	
Hudson River.... 100	13,932,700	April & Oct	Ap'l '69	5	106½	Morris (consolidated).... 100	1,025,000	Feb. & Aug	Feb. '69	10½	68
Huntingdon & Broad Top*.... 50	4,943,380	.....	.....	.....	do preferred 100	1,175,000	Feb. & Aug	Feb. '69	6	.....
Illinois Central, Chi. & Lake 100	10,577,370	Feb. & Aug	Feb. '69	5	145	Pennsylvania 50	4,200,000	Feb. & Aug	Feb. '69	12	20
Indianapolis, Chi., & Lake's 50	6,185,397	Mar. & Sep.	Sep. '67	4	48	Schuykill Naviga. (consol.) 50	1,908,207	Feb. & Aug	Feb. '67	6	34
Jefferson, Mad., & Indiana 100	8,000,000	Jan. & July	Jan. '69	5	95	do prefer. 100	2,888,977	Feb. & Aug	Feb. '67	6	26
Joliet and Chicago.... 100	300,000	Quarterly	Ap'l '69	1	15½	Susquehanna & Tide-Water 50	2,002,747	.....	.....	.....	.....
Joliet and N. Indiana.... 100	300,000	Jan. & July	Jan. '69	4	.....	Union, preferred.... 50	2,907,850	.....	.....	.....	.....
Lickavannah & Bloomsburg 50	1,526,000	.....	.....	.....	West Branch & Susquehanna 50	1,100,000	Jan. & July	Jan. '65	5	.....
Lake Shore.... 50	15,000,000	Jan. & July	Ap'l '69	10½	111½	Miscellaneous.					
Lehigh Valley.... 100	6,035,150	Quarterly	Ap'l '69	2½	48	Coal-American.... 25	1,500,000	Mar. & Sep.	Mar. '69	3	35%
Lexington and Frankfort.... 100	614,446	Jan. & July	Jan. '69	3	95	Ashburton.... 50	1,630,000	Feb. & Aug	Feb. '69	4	94
Little Miami.... 50	8,572,403	June & Dec	Dec. '68	3	85½	Butler.... 50	2,500,000	Feb. & Aug	Feb. '69	5	131
Little Schuylkill*.... 50	2,646,100	Jan. & July	Jan. '69	4	45	Cameron.... 25	500,000	Jun. & Dec.	Dec. '68	6	.....
Long Island.... 50	3,000,000	.....	.....	.....	Consolidation.... 100	5,000,000	Jan. & July	Jan. '69	4	80%	
Louisville*, Cin. & Lex. pref 100	311,121	Jan. & July	Jan. '69	4	.....	Central.... 100	2,000,000	Jan. & July	Jan. '69	4	83%
Louisville and Nashville.... 100	7,169,680	Feb. & Aug	Feb. '69	3	.....	Pennsylvania.... 50	3,200,000	Quarterly	Feb. '69	5	215
Louisville, New Alb. & Chic 100	9,000,000	June & Dec	May '69	2½	128	Spring Mountain.... 50	1,250,000	Jan. & July	Jan. '69	5	.....

[May 15, 1869.]

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
Bond List Page 1 will appear in this place next week.

DESCRIPTION.	Amount outstanding.	INTEREST.				FRIDAY	DESCRIPTION.	Amount outstanding.	INTEREST.				FRIDAY
		Rate.	Payable.	Principal payable.	Bid.				Rate.	Payable.	Principal payable.	Bid.	
Railroad:													
Atlantic & Gt. Western : (\$45,701,806):							Railroad:						
1st Mortgage, sinking fund, (Pa.)	7	Ap'l & Oct.	1877	..	..		2d Mortgage	\$642,000	7	M'ch & Sept.	1884	79	81
1st Mortgage, sinking fund, (N.Y.)	7	do	1879	..	..		Toledo Depot Bonds	169,500	7	M'ch do	'81-'84	83	85
1st Mortgage, sinking fund, (Ohio)	\$7,144,400	7	do	1876	..		Savare: 1st Mortgage (\$12,250)	500,000	6	Jan. & July	1875	..	..
1st Mortgage, sink'g f'd (Buff. ex)	7	do	1884	..	..		Bonds guaranteed	100,000	6	do	1875	..	..
1st Mortgage Franklin Br.	7	June & Dec.	1882	..	..		Dela. Lacka. & Western:						
2d Mortgage, (Pa.)	7	Ap'l & Oct.	1882	..	..		1st Mortgage, sinking fund	1,111,000	7	April & Oct.	1875	93A	..
2d do (N.Y.)	3,908,100	7	do	1881	..		2d do	1,663,000	7	M'ch & Sep.	1881	..	..
2d do (Ohio)	7	Jan. & July	1883	..	..		Laska, and West. 1st Mort.	564,000	7	Jar. & July	1871	..	..
Consolidated Bonds	18,947,500	5	Ap'l & Oct.	1895	..		Des Moines Valley: Sole mort. Bonds	2,310,000	8	Ap'l & Oct.	1877	..	..
2d Mortgage Consolidated	7,000,000	..	..	..	..		Detroit and Milwaukee (\$5,925,047)						
Income Bonds	8,701,306	7	Jan. & July	1888	..		1st Mortgage, convertible	\$2,500,000	7	May & Nov.	1875	..	..
Albany & Susquehanna: 1st Mort.	1,006,000	7	Ap'l & Oct.	1885	..		2d Mortgage	1,000,000	8	May & Nov.	1875	..	..
2d Mortgage	802,000	7	do	1880	..		1st & 2d Funded Coupon Bonds	1,005,640	7	various	1875	..	..
Albany City bonds	1,000,600	6	May & Nov.	1895	..		Bonds of June 30, 1886	1,671,639	7	various	1886	..	..
A'ntic & St. Law. 1st Mort. (Portland)	1,500,000	6	Ap'l & Oct.	1870	..		Detroit and Pontiac R.R.	265,000	5	various	1878	..	..
2d Mortgage	375,900	6	do	1871	..		do	230,000	5	Feb. & Aug.	1886	..	..
Sterling Bonds	484,000	6	May & Nov.	1878	..		do	294,000	7	Feb. & Aug.	1815	..	..
do of 1884	885,236	6	Ap'l & Oct.	1884	..		Detroit, Monroe & Toledo: 1st Mort.						
Baltimore and Ohio: Mort. (S.F.)	1,024,750	6	Jan. & July	1875	..		Dubuque and Sioux City:	300,000	7	Jan. & July	1888	91	91%
do do 1850	628,500	6	do	1880	..		1st Mort. Bonds 1st Div.	660,000	7	do	1894	..	..
do do 1853	1,852,000	6	Ap'l & Oct.	1885	..		Construction Bonds 2d Div.	899,100	7	May & Nov.	1888	..	..
Bellefontaine: Bellef. & Ind. 1st mort	740,000	7	Jan. & July	70-'79	..		Sinking Fund, com. Bonds						
Ind. Pitts. & Cleveland, 1st mort.	379,000	7	do	1870	..		Eastern, Mass.: (\$2,192,400):						
do do 2d mort.	341,000	7	Ap'l & Oct.	1870	..		1st Mortgage, convertible	394,000	5	Jan. & July	1879	..	..
Baldwins, Irls. 1st Mort. (guar. C&A)	6,700,000	6	Jne & Dec.	1877	85		do	750,000	6	Feb. & Aug.	1874	94A	96
2d Mort.	do	..	..	..	..		do	160,900	7	do	1885	..	..
3d Mort.	do	..	..	..	..		do	1888	7	M'ch & Sep.	1888	80	85
Boston & Albany: Sterling Bonds	2,651,520	5	April & Oct.	70-'71	..		Elmira & Williamsport: 1st Mort.	1,000,000	7	Jan. & July	1880	91	91%
Albany Bonds	593,000	6	Jan. & July	70-'76	..		5 per cent. Bonds	570,000	5	April & Oct.	2862	56	60
Dollar Bonds	793,000	6	April & Oct.	1875	..		Erie Railway (\$22,370,982):						
Boston, Concord & Montreal (\$1,050,000):							1st Mortgage (extended)	8,000,000	7	May & Nov.	1877	..	100
1st Mortgage	364,000	7	Feb. & Aug.	1865	..		2d do convertible	4,000,000	7	M'ch & Sep.	1879	..	..
1st do	200,000	6	do	1865	..		3d do	6,000,000	7	do	1883	..	..
Sinking Fund Bonds	200,000	6	do	1889	..		4th do convertible	4,441,600	7	April & Oct.	1888	..	..
Bost., Hart. & Erie (\$14,904,350):	600,000	7	Mar. & Sep.	1884	..		5th do do	926,500	7	June & Dec.	1888	76	..
do do do new	3,900,000	7	Jan. & July	1899	60		Sterling convertible (\$800,000)	4,844,410	6	M'ch & Sep.	1875	..	..
do do do do guaran.							Erie & Pittsburgh: 1st Mortgage	899,100	7	Jan. & July	1882	80	..
Boston and Lowell: Bonds o. Ju y '5	101,000	6	Jan. & July	1873	..		2d Mortgage	20,000,000	4	April & Oct.	1890	75	..
do of Oct. 1864	200,000	6	Ap'l & Oct.	1879	..		Consolidated Mortgage Bonds	1,251,000	7	Jan. & July	1898	79	80
Buffalo & Erie: Common Bonds	400,000	7	Jne & Dec.	1870	..		Gat. & Chic. U. (incl. N. & W.):	1,919,000	7	Feb. & Aug.	1882	97	..
do do	100,000	7	do	1870	..		1st Mortgage, sinking fund	1,029,000	7	May & Nov.	1875	95	..
Land mortgage bonds	3,269,325	7	April & Oct.	1893	..		2d do	200,000	7	Jan. & July	1884	..	..
Cinden and Amboy (\$10,264,463):							Mississippi River Bridge Bonds	200,000	6	do	1888	..	..
Dollar Loans	323,220	6	Ap'l & Oct.	1870	97A		Elgin and State RR. Bonds	189,000	7	do	1878	..	..
do do	975,000	6	do	1875	88		Georgia:	389,500	7	do	70-'75	..	..
Dollar Loan	1,700,000	6	Feb. & Aug.	1883	86		Grand Junction: Mortgage	927,000	6	Jan. & July	1870	..	..
Consolidated (\$5,000,000) Loan	567,000	6	May & Nov.	1889	92A		Great West., Ill.: 1st Mort., W. Div.	1,000,000	10	April & Oct.	1868	..	..
Sterling at \$4 1/4 to the £	4,065,340	6	Jne & Dec.	1893	86		1st Mortgage Whole Line	1,455,000	7	Feb. & Aug.	1888	89	89
do new loan do	1,632,290	6	do	1880	..		2d do	2,500,000	7	May & Nov.	1893	79	80
Canden and Atlantic: 1st Mortgage	490,000	7	Mar. & Sep.	1873	..		Greenville & Columbia: 1st Mort.	326,000	7	July	1868	..	..
2d Mortgage	498,000	7	Ap'l & Oct.	1879	..		Bonds guaranteed by State	700,000	7	do	1868	..	..
Catavissa: (\$371,000) 1st Mortgage	236,500	7	Feb. & Aug.	1882	..		Bonds unsecured	600,000	7	do	1868	..	..
Central Georgia: 1st Mortgage	789,000	7	Mar. & Sep.	1875	..		Hannibal & St. Jos.: Land G't Mort.	1,898,000	7	April & Oct.	1881	..	108
Central of New Jersey: 1st Mortgage	900,000	7	Feb. & Aug.	1870	99		Convertible Bonds	800,000	7	Jan. & July	1888	110	..
2d Mortgage	600,000	7	May & Nov.	1875	99		Harrisburg & Lanc'r: New D. B'ds	927,000	6	Jan. & July	1873	..	..
Central Ohio: 1st Mort.	1,500,000	6	Feb. & Aug.	1890	88A		Hartf., Frob. & Fishkill:	2,055,000	7	do	1876	..	..
Central Pacific of Cal.: 1st mortgage	18,500,000	6	M'ch & Sep.	1890	..		Hudson River: 1st Mortgage	2,046,000	7	Feb. & Aug.	1870	101	..
Convertible Bonds	1,500,000	7	Jan. & July	95-'98	..		2d do sinking fund	183,000	7	Mar. & Sep.	1885	..	..
State Aid	1,500,000	7	do	1884	..		3d do	2,000,000	7	Jne & Dec.	1885	..	106
Cheshire: Bonds	673,200	6	do	1875	75-'80		Huntingdon & Broad Top: 1st Mort.	183,000	7	May & Nov.	1875	75	75%
Chic. and Atlan. 1st Mort. (S.F.) prel	402,000	7	May & Nov.	1877	..		2d Mortgage	376,500	7	April & Oct.	1895	..	..
1st do	2,400,000	7	Jan. & July	1893	108		Consolidated mortgage	716,000	7	Feb. & Aug.	1895	..	..
2d do income	1,100,000	7	Ap'l & Oct.	1883	31A		Illinois Central:						
Chic., Burl. and Quincy (\$5,485,750):	3,078,000	8	Jan. & July	1883	..		Construction bonds, 1875	3,955,000	7	April & Oct.	1895	119%	..
Trust Mortgage (S.F.)	5,600,000	7	Ap'l & Oct.	1895	81		do do 6 per cent	437,500	6	do	1875	..	..
do new loan do	1,098,000	7	Jan. & July	1893	..		Redemption bonds	2,560,500	6	do	1890	..	..
Cincinnati & Zanesville: 1st Mort.	1,249,506	7	Feb. & Aug.	1885	..		Sterling Redemption bonds	2,424,000	6	do	1875	..	..
2d Mortgage	3,595,500	7	do	1885	..		Illinois & Southern Iowa: 1st Mort.	300,000	7	Feb. & Aug.	1882	..	..
Interest Bonds	755,000	7	May & Nov.	1883	..		1st Mortgage	500,000	7	April & Oct.	1888	81	82
Consol. S. F. Bonds, conv. till 1870	3,422,000	7	F. M. & N. 1915	..	..		do Extension	500,000	7	May & Nov.	1888	..	..
Extension Bonds	454,000	7	Feb. & Aug.	1885	..		1st Mortgage (Hunter's Point)	4,500,000	7	Jan. & July	1896	88A	89
Equipment Bonds	133,000	7	Apr. & Oct.	1874	..		do Extension	4,500,000	7	do	1896	..	..
Equipment Bonds	1,925,000	10	May & Nov.	'68-'71	..		Income Bonds	4,500,000	7	Jan. & July	1896	..	..
Chicago, Rock Island & Pacific:							1st mortgage (gold)	1,234,000	6	May & Nov.	1873	95A	..
1st Mortgage	1,397,000	7	Jan. & July	1870	100		do new bonds	1,053,500	6	June & Dec.	1885	91	91%
1st do (C. R. I. & Pac.)	6,833,000	7	do	1896	97		Little Miami: 1st Mortgage	1,4-9,000	6	May & Nov.	1883	81	82
2d Mortgage	1,250,000	7	May & Nov.	1880	83		do sink. f	807,500	7	April & Oct.	1877	93	93%
3d do	654,500	8	M'ch & Sep.	1876	..		Long Island: 1st Mortgage	500,000	6	Jan. & July	1875	..	..
Cle., Pain, & Ashtabula: 1st M. B'ds	500,000	7	Jan. & July	1874	..		Extension Bonds (Hunter's Point)	175,000	6	Feb. & Aug.	1890	..	..
2d Mort. Bonds	1,000,000	7	do	1880	..		do do (Glen Cove Br.)	150,000	6	May & Nov.	1893	..	..
3d do	1,003,000	7	April & Oct.	1892	90A		Louisville, Cincinnati & Lexington:	2,116,000	7	J. n. & July	1897	..	..
Cleveland, Col. and Cinc. 1st Mort.	1,130,000	7	M'ch & Sep.	1873	..		1st Mortgage (guaranteed)	1,559,000	7	Jan. & July	1897	..	..
2d do	458,000	7	Feb. & Aug.	1873	..		1st Mortgage (Main stem)	267,000	7	May & Nov.	1897		

SOUTHERN SECURITIES.

Quotations by J. M. Weith & Arents, 9 New Street.

State Securities.		Bid	Askd		Bid	Askd		
Alabama Ss.....	102	104		Savannah, Albany, & Gulf 7s bonds, endd. by Savannah.....	88	85	Adriatic.....	25 \$300,000
" 5s.....	67	68		Pensacola & Georg 1st m'tg 7s.....	35	40	Aetna.....	50 \$300,000
Georgia 6s, old.....	78	80		" 2d m'tg 7s.....	22	24	American*.....	200,000
" 6s, new.....	82	82		" " pre stck.....	50	50	American Exch'g.....	200,000
" 7s, old.....	89	90		At'ntic & West Point stock.....	67	67	Aristotle.....	50 \$250,000
" 7s, new.....	95	98		MISSISSIPPI AND LOUISIANA. Mississippi Cent. 1st mtg 7s.....	73	74	Astor.....	25 \$250,000
Louisiana ex-coupons.....	67	74		" 2d m'tg 7s.....	55	55	Atlantic (Br'klyn).....	300,000
" new bonds.....	67	68		" stock.....	11	11	Baltic.....	25 \$200,000
" 6s, Levee.....	69	70		" & Ten. 1st m'tg 7s.....	70	75	Beekman.....	25 \$200,000
North Carolina, ex-corp b'ds.....	60	60		" 2d m'tg 7s.....	50	50	Bowery (N. Y.).....	25 \$200,000
South Carolina 6s, o.d.....	55	54		South. Mississippi 1st m'tg 7s.....	45	50	Broadway.....	17 \$13,000
" new.....	74	74		" 2d m'tg 7s.....	50	50	Brooklyn.....	20 \$300,000
" registered stock, old.....	62	63		" 3d m'tg 7s.....	50	50	Citizens'.....	20 \$300,000
Tennessee ex-c-pon's.....	64	64		" 3d m'tg 7s.....	50	50	City.....	70 \$210,000
" new bonds.....	64	66		N. Orleans & Jackson 1sts, 8s.....	81	85	Clinton.....	10 \$250,000
" 58.....	55	57		" cert. ss.....	75	75	Columbia*.....	100 \$300,000
Virginia ex-coupon bonds.....	57	57		" stock.....	6	7	Commerce (N. Y.).....	100 \$200,000
" new.....	62	63		N. Or. Jack'n & Opelists, 8s.....	61	65	Commerce (Alb'y).....	100 \$400,000
" registered stock, old.....	50	50		" 2ds, 8s.....	...	...	Commercial.....	50 \$200,000
" 1866.....	53	55		NORTH CAROLINA. Wilm'ngton & Weldon 7s'g.....	90	91	Commonwealth.....	100 \$250,000
" 1867.....	51	51		" Manchester 1 pf'd 7s.....	79	81	Continental*.....	100 \$2,066,854
CITY SECURITIES.				" 2d m'tg 7s.....	40	40	Corn Exchange.....	50 \$400,000
Alexandria 6s.....				" 3d m'tg 7s.....	12	12	Empire City.....	100 \$200,000
Atlanta, Ga, 8s, bonds.....	81	82		" 2d m'tg 7s.....	10	10	Excelsior.....	50 \$200,000
Augusta, Ga, 7s, bonds.....	80	85		" 3d m'tg 7s.....	10	10	Exchange.....	30 \$150,000
Charle-ton, S. C., 6s, stock.....	55	60		" 2d m'tg 7s.....	10	10	Fremen's.....	17 \$204,000
Columbia, S. C., 6s.....	60	65		" 3d m'tg 7s.....	12	12	Fremen's Fund.....	10 \$150,000
Columbus, " 6s, bonds.....	72	75		" 2d m'tg 7s.....	10	10	Fremen's Trust.....	10 \$150,000
Fredericksburg 6s.....				" 3d m'tg 7s.....	12	12	Fulton.....	25 \$200,000
Lynchburg 6s.....	68	70		" 2d m'tg 7s.....	10	10	Gallatin.....	50 \$150,000
Macon, 6s, bonds.....	75	80		" 3d m'tg 7s.....	12	12	Gebhard.....	100 \$200,000
Memphis 6s bonds, old.....	54	56		" 2d m'tg 7s.....	10	10	Germannia.....	50 \$500,000
" 6s, " new.....	54	54		" 3d m'tg 7s.....	12	12	Globe.....	50 \$200,000
Memphis 9s, end, by Memp. & Charleston Railroad.....	63	63		" 2d m'tg 7s.....	10	10	Greenwich.....	25 \$200,000
Memphis 6s, end, by Memp. & Little Rock & State.....	62	63		" 3d m'tg 7s.....	12	12	Grocers'.....	50 \$200,000
Memphis past due coupons.....	75	75		" 2d m'tg 7s.....	10	10	Guardian.....	25 \$200,000
script.....	70	70		" 3d m'tg 7s.....	12	12	Hamilto.....	15 \$150,000
Mobile, Ala, 6s, bonds.....	58	60		" 2d m'tg 7s.....	10	10	Hoffman.....	50 \$400,000
" 8s, "	80	85		" 3d m'tg 7s.....	12	12	Home.....	100 \$200,000
Nashville 6s.....	55	60		" 2d m'tg 7s.....	10	10	Hope.....	25 \$150,000
New Orleans 6s bonds.....	68	70		" 3d m'tg 7s.....	12	12	Howard.....	50 \$500,000
North Eastern 1st mtg 6s.....	85	85		" 2d m'tg 7s.....	10	10	Humboldt.....	10 \$200,000
Mobile, Ala, 6s, bonds.....	58	60		" 3d m'tg 7s.....	12	12	Import' & Traders.....	25 \$200,000
" 8s, "	88	88		" 2d m'tg 7s.....	10	10	International.....	100 \$500,000
North Eastern 1st mtg 6s.....	70	70		" 3d m'tg 7s.....	12	12	Irving.....	25 \$200,000
North Tennessee 6s.....	66	69		" 2d m'tg 7s.....	10	10	Jefferson.....	30 \$200,010
Montgomery and Ennals 1st m'tg 6s, gold bonds, endorsed by State of Alabama.....	99	100		" 3d m'tg 7s.....	12	12	Knickerbocker.....	40 \$280,000
Mobile and Ohio, sterling.....	69	70		" 2d m'tg 7s.....	10	10	Lafayette (Br'klyn).....	50 \$150,000
" 8s, int.....	61	61		" 3d m'tg 7s.....	12	12	Lamar.....	100 \$300,000
" 2mtg, 8s.....	35	35		" 2d m'tg 7s.....	10	10	Lenox.....	25 \$150,000
" 8s income.....	30	34		" 3d m'tg 7s.....	12	12	Long Island (Br'klyn).....	50 \$200,000
" stock.....	15	20		" 4th 6s.....	60	65	Lorillard*.....	15 \$1,000,000
Mobile & Great North, 1stsm.....				" 4th 6s.....	60	65	Manhattan.....	100 \$500,000
Se-lma and Meridian 1st m'tg 6s.....	50	50		" 4th 6s.....	60	65	Market*.....	100 \$200,000
Alabama and Tenn. 1st m'tg 7s.....	50	55		" 4th 6s.....	60	65	Mechan' & Trade'.....	25 \$200,000
Se-lma, Rome and Dalton 1st mtg 7s.....				" 4th 6s.....	60	65	Mechanics (Br'klyn).....	50 \$186,000
GEORGIA.				" 4th 6s.....	60	65	Mercantile.....	100 \$200,000
Georgia RR, 1st mtg.....	97	100		" 4th 6s.....	60	65	Merchants'.....	50 \$200,000
" stock.....	95	100		" 4th 6s.....	60	65	Metropolitan* +, 150	300,000
Central RR, 1st mtg, 7s.....	97	100		" 4th 6s.....	60	65	Montauk (Br'klyn).....	50 \$150,000
" stock.....	100	101		" 4th 6s.....	60	65	Nassau (Br'klyn).....	50 \$150,000
Southwestern R.R., 1st mtg.....	97	100		" 4th 6s.....	60	65	National.....	75 \$200,000
" stock.....	100	101		" 4th 6s.....	60	65	New Amsterdam.....	35 \$300,000
Mac-on and Southwestern stock.....	72	75		" 4th 6s.....	60	65	New York, N. E., Equitable, 3.5	320,000
Mac-on & Augusta bonds.....	72	75		" 4th 6s.....	60	65	N. Y. Fire and Marlo.....	200,000
" end bonds.....	91	94		" 4th 6s.....	60	65	Niagara.....	50 \$1,000,000
" stock.....	25	30		" 4th 6s.....	60	65	North American*.....	50 \$500,000
" & Brunswick end b. t., 7s.....	87	89		" 4th 6s.....	60	65	Pacific.....	25 \$350,000
Mac-on & Brunswick stock.....				" 4th 6s.....	60	65	Peter Cooper.....	20 \$150,000
Muscogee bonds.....	90	95		" 4th 6s.....	60	65	People's.....	26 \$150,000
" endorsed.....				" 4th 6s.....	60	65	Phoenix*.....	50 \$1,541,477
" stocks.....				" 4th 6s.....	60	65	Religious.....	100 \$300,000
Atlantic and Gulf 7s bonds.....	79	80		" 4th 6s.....	60	65	Resolute*.....	100 \$200,000
" stocks.....	42	44		" 4th 6s.....	60	65	Rutgers.....	25 \$200,000

PETROLEUM STOCK LIST.

COMPANIES.		Bid	Askd	COMPANIES.	Bid	Askd
Black Hawk.....	—	25	—	Manhattan Silver.....	100	—
Benton.....	5	—	45	Montana.....	5	17
Bullion Consolidated.....	—	—	—	New York.....	10	—
Combination Silver.....	—	—	—	New York & Eldorado.....	—	40
Consolidated Gregory.....	700	275	290	Owyhee.....	—	—
Corydon.....	25	—	—	Quartz Hill.....	25	40
Grass Valley.....	—	45	55	Rathbone Oil Tract.....	—	40
Gunnell Gold.....	10	—	50	Reserve.....	—	—
Ham'ont. & S. B. de.....	—	—	—	Rutherford.....	—	—
Harmon G. & S......	—	—	—	Sherman & Barnsdale.....	—	—
Kipp & Buell.....	2	—	—	Star.....	—	—
LaCrosse.....	—	17	19	St. Clair.....	—	—

GOLD AND SILVER MINING STOCK LIST.

COMPANIES.		Bid	Askd	COMPANIES.	Bid	Askd
Manhattan Silver.....	100	—	—	Montana.....	5	17
Montana.....	5	—	—	New York.....	10	—
New York.....	—	10	—	New York & Eldorado.....	—	40
North & Eldorado.....	—	—	—	Owyhee.....	—	—
People's G. & S. of Cal. 5	5	—	—	Quartz Hill.....	25	40
Quartz Hill.....	—	25	40	Rathbone Oil Tract.....	—	40
Rocky Mountain.....	—	40	50	Reserve.....	—	—
Smith & Parmenter.....	20	30	30	Rutherford.....	—	—
Symonds Forks.....	—	—	—	Sherman & Barnsdale.....	—	—
Twin River Silver.....	100	—	—	Star.....	—	—
Vanderb.....	—	—	—	St. Clair.....	—	—

INSURANCE STOCK LIST.

Marked thus (*) are participating, & (+) write Marine Risks.	Jan. 1, 1869.	Capital.	Net as'ts	DIVIDENDS.		
				Periods.	'66	'67
Adriatic.....	25	\$300,000	235,269	Jan. and July.	5	10
Aetna.....	50	300,000	237,545	Jan. and July.	5	10
American Exch'g.....	100	200,000	219,063	Jan. and July.	14	14
Aristotle.....	50	250,000	210,563	Jan. and July.	10	10
Atlantic (Br'klyn).....	50	300,000	245,379	March and Sep.	10	10
Baltic.....	25	200,000	210,241	May and Nov.	10	10
Beekman.....	25	200,000	217,106	June and Dec.	15	10
Bowery (N. Y.).....	25	200,000	227,754	Feb. and Aug.	10	10
Brooklyn.....	17	13,000	13,000	do	4	—
Citizens'.....	20	300,000	263,354	Jan. and July.	14	14
Clinton.....	10	210,000	207,477	Quarterly	124	144
Columbia*.....	100	300,000	236,321	Jan. and July.	10	10
Commerce (N. Y.).....	100	200,000	216,726	do	10	10
Commerce (Alb'y).....	100	400,000	361,419	Aug.	8	10
Commercial.....	50	200,000	202,767	Jan. and July.	10	10
Continental*.....	100	250,000	214,977	do	10	10
Corn Exchange.....	50	400,000	324,549	do	10	10
Empire City.....	100	200,000	196,289	do	10	10
Excelsior.....	50	200,000	193,345	do	10	10
Exchange.....	30	150,000	147,066	May and Nov.	14	14
Fremen's.....	17	204,000	199,449	do	10	10
Fremen's Fund.....	10	150,000	194,832	do	10	10
Fremen's Trust.....	10	150,000	194,832	do	10	10
Fulton.....	25	200,000	186,289	do	10	10
Gallatin.....	50	150,000	147,066	do	10	10
Gebhard.....	100	200,000	195,636	Feb. and Aug.	10	10
Germannia.....	50	500,000	427,493	do	10	10
Globe.....	50	200,000	188,771	do	10	10
Greenwich.....	25	200,000	188,771	do	10	10</td

[May 15, 1869.]

The Railway Monitor.

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RAILROAD EARNINGS (WEEKLY).—In the following table we compare the reported weekly gross earnings of the leading railroads for several weeks in 1868 and 1869:

Railroads.	Week.	Miles of road.	Gross earn'gs—		
			1868.	1869.	Inc.
Chicago and N. West'n.	2d, Apr.	1,152	258,561	274,769	16,214
	" 3d,	291,560	224,471	12,857	.....
	" 4th,	379,052	337,508	41,554	.....
	1st, May	24,719	257,772	33,032	.....
Chicago, R. Irl. & Pac.	1st Apr.	78,904	92,470	13,496	.....
	" 2d,	63,449	85,400	21,951	.....
	" 3d,	78,13	97,230	18,787	.....
	1st, May	78,778	105,100	26,322	.....
Michigan Central	1st, Mar.	53,543	71,451	17,908	.....
	" 1st Apr.	81,047	89,794	2,747	.....
	" 2d,	84,498	93,864	5,366	.....
	" 3d,	92,633	90,888	.....	1,745
Michigan Southern	1st Apr.	107,190	104,002	.....	3,188
	" 2d,	110,615	105,523	.....	5,02
	" 3d,	97,809	107,481	9,673	.....
	1st, May	93,578	104,056	10,463	.....
Toledo, Wab. & West.	1st Apr.	67,666	73,255	5,588	.....
	" 2d,	64,516	72,946	4,889	.....
	" 3d,	58,421	69,099	677	.....
	4th,	57,640	66,501	8,891	.....
Western Union	2d, Apr.	11,219	10,925	.....	284
	" 3d,	10,677	8,655	.....	2,142
	" 4th,	11,411	12,662	699	.....
	1st, May	13,550	12,340	1,210	.....

MICHIGAN SOUTHERN AND LAKE SHORE CONSOLIDATION.—The consolidation of these Companies has been consummated and a meeting of the stockholders is to be held at the office of the Lake Shore Company in Cleveland, on the 2d day of June proximo, to elect a board of directors of the "Lake Shore and Michigan Southern Railway Company," which is now the corporate title. The consolidation has been made upon the simple basis of putting in the stock of each Company at par.

The Burleighton and Missouri Railroad Company has just received from the United States Government and State of Iowa, 375,000 acres of land lying within twenty miles of its road. About 300,000 acres of it are situated in the Southwestern counties of Adams, Montgomery, Mills, Fremont, Page, Pottawatomie, and Cass. As soon as the road is completed to the Missouri, the Company design to offer 3,000 acres for sale to actual settlers only. A credit of ten years will be given to purchasers to make payments in small annual installments. It is already under contract to be built. Here will be another good opportunity to get choice land.

Chicago & Northwestern	1867	1868.	1869.	Chic., Rock Is., and Pacific	1867.	1868.	1869.
(1,152 m.)	(1,152 m.)	(1,152 m.)	(410 m.)	(454 m.)	(540 m.)	(708 m.)	(708 m.)
696,147	\$724,820	\$871,218	Jan.	\$292,047	\$308,587	\$331,300	Jan.
574,654	807,473	827,254	Feb.	224,621	297,464	308,809	Feb.
757,134	850,192	1,149,258	Mar.	272,434	276,431	328,710	Mar.
774,290	1,014,597	1,094,378	April.	280,288	288,700	362,900	April.
895,712	1,206,796	.....	May.	251,916	308,891	.....	May.
98,357	1,167,544	.....	June.	261,480	366,200	.....	June.
880,324	1,091,468	.....	July.	274,860	329,800	.....	July.
1,063,233	1,265,831	.....	Aug.	404,600	478,600	.....	Aug.
1,451,254	1,518,483	.....	Sep.	517,702	544,900	.....	Sep.
1,541,056	1,574,905	.....	Oct.	558,200	559,900	.....	Oct.
1,210,387	1,135,334	.....	Nov.	(415,400)	401,100	.....	Nov.
918,088	1,001,892	.....	Dec.	(351,600)	381,400	.....	Dec.
1,712,248	13,429,534	.....	Year.	4,105,103	4,487,791	.....	Year.
4,371,071	4,570,014	.....	Year.	7,160,991	7,817,620	.....	Year.

Michigan Central	1867	1868.	1869.	Mich. So. & N. Indiana	1867.	1868.	1869.
(329 m.)	(329 m.)	(329 m.)	(524 m.)	(524 m.)	(521 m.)	(735 m.)	(729 m.)
\$304,097	\$343,940	\$384,119	Jan.	\$305,857	\$363,021	\$385,901	Jan.
283,669	304,115	320,634	Feb.	311,088	333,335	357,409	Feb.
375,210	326,886	386,527	Mar.	379,761	375,735	423,481	Mar.
363,788	415,758	411,314	April.	391,183	459,429	473,544	April.
933,152	369,628	.....	May.	358,603	399,299	.....	May.
284,977	325,501	.....	June.	304,232	265,116	.....	June.
313,021	321,013	.....	July.	312,879	305,502	.....	July.
303,992	309,942	.....	Aug.	428,762	437,600	.....	Aug.
464,778	456,974	.....	Sep.	487,867	521,326	.....	Sep.
506,295	511,820	.....	Oct.	539,435	543,886	.....	Oct.
412,933	410,825	.....	Nov.	423,341	436,398	.....	Nov.
330,373	390,671	.....	Dec.	870,757	497,502	.....	Dec.
4,371,071	4,570,014	.....	Year.	4,613,743	4,981,149	.....	Year.

Pitts., Ft. W., & Chicago	1867.	1868.	1869.	St. L. Alton & T. Haute	1867.	1868.	1869.
(468 m.)	(468 m.)	(468 m.)	(310 m.)	(210 m.)	(210 m.)	(521 m.)	(521 m.)
\$342,416	505,03	\$625,721	Jan.	\$149,658	\$127,594	\$132,621	Jan.
525,498	604,316	685,997	Feb.	149,342	133,392	127,817	Feb.
627,960	689,317	745,503	Mar.	174,152	149,165	175,950	Mar.
590,557	770,198	729,777	April.	168,162	155,388	171,868	April.
586,484	615,600	.....	May.	171,736	180,545	.....	May.
507,451	601,239	.....	June.	156,065	140,408	.....	June.
537,381	556,828	.....	July.	172,933	143,956	.....	July.
606,217	656,424	.....	Aug.	220,768	204,596	.....	Aug.
669,037	781,569	.....	Sept.	219,160	196,436	.....	Sept.
784,801	827,68	.....	Oct.	230,340	210,473	.....	Oct.
690,098	685,655	.....	Nov.	204,095	174,500	.....	Nov.
572,126	746,99	.....	Dec.	171,499	157,379	.....	Dec.
213,196	8,041,181	.....	Year.	8,807,930	1,923,862	.....	Year.

NEW YORK AND NEW HAVEN RAILROAD.—By the annual report of the Board of Directors to be submitted at the annual meeting in New Haven on the 20th inst., it appears that for the fiscal year ending March 31 last, the total income of the road realized from the transportation of passengers, freight, mails, and express, and other sources, amounted to \$2,163,875 34. The total expenses were \$1,162,344 05. Adding to the latter amount the sum of \$224,172 25 for taxes and coupon interest, and the sum of \$777,359 04 left for dividends and improvements. The expenditures during the year, on account of new capital, were as follows: Amount paid for additional real estate, \$220,630 29; for steel rails, \$212,750 55; for new lands and machine shops in this city, \$147,718 30; for the Bridgeport Bridge, \$43,285 55; for new equipments, \$38,000. Total, \$932,344 78. The gross receipts of the road for the year were about \$54,000 less than for the year preceding. About 28 miles of the track were re-laid last year with steel rails, and 2,800 tons more have been ordered. The report concludes as follows:

"The Legislature of Connecticut, at its May session, 1868 passed an amendment to the charter of the Company, authorizing an increase of the capital stock by the amount of \$3,000,000, thus making the total capital stock \$9,000,000. This \$3,000,000 of additional stock has been issued to the stockholders pro rata, and 25 per cent thereof called in. Scrip certificates will be issued for the amount actually paid in, and the remaining 75 per cent will be called in from time to time as may be necessary to meet the expenses of the permanent improvement and additions to the road and its equipment. The lease of the Canal Road will terminate on the 1st of July next, after which time it will be operated by the New Haven and Northampton Company. The contract with the Hartford and New Haven Railroad Company will terminate at the same time. Your Directors, however, have effected a new arrangement with the latter company for a continuance of connections, running of through trains and use of our tracks and passenger depot in New Haven, upon just and equitable terms, which arrangement can be terminated by either party upon six months notice."

The Baltimore and Ohio Railroad Company has leased for a term of years with privilege of indefinite extension, the Sandusky, Mansfield and Newark Railroad, extending from Sandusky to Newark, O. The object and importance of this lease will be understood when it is borne in mind that the Baltimore and Ohio already controls the Central Ohio between Newark and the Ohio River at Bellaire. This arrangement gives the leased road a branch of the Baltimore and Ohio and thus virtually brings that rich and powerful road to the lake.

For other railroad items see "COMMERCIAL AND MISCELLANEOUS NEWS" on a previous page.

EARNINGS OF PRINCIPAL RAILROADS.				Chicago and Alton.				
Atchison & Great Western.				(280 m.) (280 m.) (431 m.)				
1866.	1867.	1868.	1869.	\$507 m.	\$507 m.	\$507 m.	\$507 m.	
\$504,993	\$361,137	\$394,771	\$394,771	Jan.	\$243,787	\$243,787	\$243,787	
408,864	377,852	395,286	395,286	Feb.	157,832	175,139	204,827	
388,480	438,046	318,219	318,219	March	235,961	267,004	333,648	
394,533	446,029	421,068	421,068	April.	232,165	279,121	331,148	
451,477	459,370	355,447	355,447	May.	235,510	303,342	303,342	
474,441	380,796	352,169	352,169	June.	242,357	284,664	284,664	
462,674	400,116	311,266	311,266	July.	247,557	284,564	284,564	
528,618	475,357	407,888	407,888	Aug.	248,999	288,196	288,196	
536,059	483,857	477,795	477,795	Sept.	246,752	285,141	285,141	
541,491	487,868	450,886	450,886	Oct.	242,523	282,045	282,045	
497,250	446,596	454,031	454,031	Nov.	239,903	283,337	283,337	
368,581	350,837	330,837	330,837	Dec.	230,880	271,119	271,119	
5,476,276	5,094,421	5,094,421	5,094,421	Year.	5,476,276	5,094,421	5,094,421	
5,476,276	5,094,421	5,094,421	5,094,421	Year.	5,476,276	5,094,421	5,094,421	
Illinois Central.				Marietta and Cincinnati.				
1867.	1868.	1869.	1869.	(251 m.) (251 m.) (251 m.)	(251 m.) (251 m.) (251 m.)	(251 m.) (251 m.)	(251 m.) (251 m.)	
\$647,119	\$587,442	\$61,656	\$94,136	Jan.	\$92,433	\$92,433	\$92,433	\$92,433
240,756	230,884	230,884	230,884	Feb.	87,976	81,599	91,666	91,666
261,147	214,016	214,443	214,443	March	84,652	84,482	103,558	103,558
279,647	24							

The Commercial Times.
COMMERCIAL EPITOME

FRIDAY NIGHT - 2

The course of trade has recovered slowly the past week. There has been less than the average of speculative feeling in mercantile circles; an indisposition to do business, to which probably the sultry weather has contributed. It certainly has seldom been more difficult to induce an operation for a rise, notwithstanding the advance in gold and the ease of the money market. Prices on the average are no better than when gold was 132, and the lowest discounts 12 per cent for annum.

Hides and Skins have ruled steady and moderately active, with rather more doing in Leather. Petroleum has done well.

Petroleum has declined, especially for future delivery. The production of the Pennsylvania districts show a moderate increase. The sales at the decline have been very large, and refined closed firm. Oils have been firm, with a moderate business.

Naval Stores have been less active, with prices rather drooping, mainly owing to an advance in ocean freights. The arrivals of Spirits Turpentine and Tar have been liberal. East India Goods rule very firm, with more Calcutta Linseed.

Metals continue unsettled by the advance in gold, and business limited to jobbing parcels.

Tallow has been less active for export, but prices fully supported. Hops and Hay show no essential change. Whisky is in slightly improved demand. Stearine has sold largely at a wide range of prices.

Building Materials show a marked decline in Brick, and
are generally slightly lower.
Wool is firmly held but

Wool is firmly held but quiet.
Freights have but little.

Freights have but little improvement. The closing rates to-day were 3½d. @ 4d. for Wheat, and 5-32d. for Cotton to Liverpool by steam. Several charters have been made to Cork for orders with Wheat at 4s. 6d. Petroleum charters were active early in the week.

The general market for Hog products is without animation and prices somewhat unsettled, though the fluctuations continue too slight for either buyer or seller to gain any important advantage. The speculative feeling is still dormant and such little business as may be transacted from day to day is supplied by domestic jobbers.

New Mess Pork in wholesale parcels is without movement, and values to some extent nominal, though it was quite evident that none of the easily controlled supply could be bought below \$31. In fact, holders as a rule appear very confident of an ultimate upward turn on pork, and are unwilling to place their goods on sale, unless compelled to, or a better margin for profit offers itself. This position is based on the generally acknowledged fact that the bulk of the stock has cost present owners about \$31 or upwards, the natural falling off in shipments hither from the West with the approach of warmer weather, the high price of hogs, and the tendency of city packers to produce largely of box meats during the present season.

Receipts of Domestic Produce for the Week.

The receipts of domestic produce for the week and since Jan. 1 and for the same time in 1868, have been as follows:

Exports of Leading Articles from New York

The following table, compiled from Custom House returns, shows the exports of leading articles of commerce from the port of New York since January 1, 1869. The export of each article to the several ports for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given.

[May 15, 1869.]

Imports of Leading Articles.

The following table, compiled from Custom House returns, show the foreign imports of certain leading articles of commerce at this port for the last week, since Jan. 1, 1869, and for the corresponding period in 1868:

[The quantity is given in packages when not otherwise specified.]

	For the week. Jan. 1, 1869.	Since same time 1868.		For the week. Jan. 1, 1869.	Since same time 1868.
China, Glass and Earthenware—					
China	324	3,737	2,655	Metallic, &c.—	49
Earthenware	1,432	23,238	11,114	Cutlery	1,643
Glass	6,521	22,924	150,204	Hardware	146
Glassware	234	5,867	3,504	Iron, RR bars.	1,932
Glass plate	231	3,996	1,436	Lad., pigs,	8,611
Buttons	106	2,386	3,063	Spelter, lbs.	33,600
Cocoanut, bags	1,683	15,149	20,737	Steel	4,311
Cocoa, bags	104	1,932	4,618	Tin, boxes	46,118
Coffee, bags	42,141	434,186	336,915	Tin stabs, lbs.	482
Cotton, bales—	303	885	107	Sugar, lbs., &c.—	15,433
rags, &c.—				bbls.	151,347
Bark, Peruvian	927	8,312	4,009	Suzars, boxes & bags	16,230
Bleas powders	246	13,069	10,398	Tea	55,937
Brimstone, tons	70	6,040	3,891	Tobacco	251
Cochineal	191	1,662	1,662	Waste	25
Cream Tartar	18	813	570	Wines, &c.—	765
Gambier	419	11,355	8,896	Champagne, bks	2,272
Gums, crude	44	235	235	Wines	7,622
Gun, Aramit	376	1,409	1,616	Wool, bales	1,632
Indigo	144	3,266	1,840	Articles report'd by value	\$15,422
Madder	206	5,041	3,396	Cigars	\$312,239
Oils, essence	49	232	232	Cork	7,472
Oil, Olive	2,500	21,262	14,700	Drugs	44,747
Opium	6	312	310	Fish goods	48,213
Soda, bi-carb.	1,600	42,018	34,409	Fish	26,434
Soda, sal.	1,664	12,489	19,983	Fruits, &c.—	291,370
Soda, ash	1,115	16,912	12,690	Lemons	3,137
Flax	189	796	447	Oranges	7,452
Furs	190	2,391	1,406	Nuts	36,972
Guinea cloth	3,104	1,651	1,651	Raisins	3,345
Hair	98	4,438	2,166	Hemp unpressed	473,385
Hemp, bales	1,968	46,833	47,697	Hemp	4,068,010
Hides, &c.—				Leaves	5,984
Bristles	81	685	306	Spices, &c.—	121,171
Hides, dressed	1,300	5,041	2,978	Cassia	8,809
India rubber	819	17,466	14,516	Ginger	1,432
Ivory	6	1,073	808	Pepper	4,601
Jewelry, &c.—				Cork	48,316
Jewelry	46	847	886	Fustic	5,254
Watches	23	413	401	Fish	38,056
Linseed	19,569	224,412	195,277	Logwood	8,671
Molasses	5,908	83,697	70,983	Mahogany	1,329

COTTON.

FRIDAY, P. M., May 14, 1869.

By special telegrams received by us to-night from each of the Southern ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, May 14. From the figures thus obtained it appears that the total receipts for the seven days have reached 22,201 bales, (against 22,450 bales last week, 21,087 bales the previous week, and 29,423 bales three weeks since), making the aggregate receipts since September 1, 1868 up to this date, 2,205,985 bales (of which 241,000 bales are overland shipments direct to the mills), against 2,277,054 bales (of which 175,000 bales are overland shipments), for the same period in 1867, being an excess last season over this season of 61,069 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1868 are as follows:

	Receipts.—	Receipts.—
Received this week at—	1869.	1868.
New Orleans	bales.	bales.
Mobile	2,458	620
Charleston	2,714	816
Savannah	4,935	2,500
Texas	1,130	1,737
Tennessee, &c.	3,272	661
Received this week at—	1869.	1868.
Florida	bales.	bales.
North Carolina	198	344
Virginia	1,821	1,654
Total receipts	22,201	10,723
Increase this year	11,478	

The exports for the week ending this evening reach a total of 31,334 bales, of which 24,075 were to Great Britain, and 7,259 bales to the Continent, while the stocks at all the ports as made up this evening, are now 238,531 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us by our own correspondents at the various ports to-night:

Week ending	Exported to—	Total	Same week	Stock
May 14.	Gt' Britain. Contint. this week.	1869.	1868.	
New Orleans	14,279	2,914	17,223	14,238
Mobile	1,300	.....	1,300	20,230
Charleston	1,811	.....	1,811	9,434
Savannah	.....	.....	7,726	24,973
Texas	.....	1,500	1,500	6,141
New York	6,685	2,815	9,500	8,659
Other ports	.....	.....	.....	21,432
Total	24,075	7,259	31,334	238,531

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 53 bales, while the stocks to-night are 49,477 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports since Sept. 1, according to the latest mail returns. We do not include our telegrams to-night, as

we cannot insure the accuracy or obtain the detail necessary, by telegraph:

Receipts and Exports of Cotton (bales) since Sept. 1, and Stocks at Dates Mentioned.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—			Shipments to Nor. Ports.	Stock
	1868.	1869.	Great Britain	France	Other Foreign		
New Orleans	759,904	573,913	283,991	145,420	99,412	528,823	178,666
Mobile	214,567	350,914	118,388	14,382	7,818	140,583	31,166
Charleston	180,104	233,887	46,420	3,056	49,476	122,571	11,862
Savannah	320,972	471,693	111,827	16,218	12,250	140,295	168,642
Texas	136,974	90,667	53,089	17,928	10,567	44,232	7,060
New York	95,052	106,087	215,070	16,316	53,496	255,411	75,801
Florida	13,272	27,100	.....	.....	.....	7,889	.....
North Carolina	14,123	33,701	.....	.....	.....	34,133	.....
Virginia	143,496	145,083	6,232	.....	6,232	133,832	1,432
Other ports	286,679	253,749	11,068	8,022	19,090	.....	20,000
Total this year	219,892	.....	846,630	192,866	201,981	124,077	722,867
Total last year	.....	.....	[2] 369,676	114,279	183,394	[1] 191,042	1522,715 [676,702]

*Under this head we have added the overland shipments direct to manufacturers to April 24, as follows: for the present year 241,000 bales, and for last year 175,000.

The market the past week has exhibited no feature of special interest. Continued fair receipts at the ports and a very dull trade for goods have, in the absence of any encouragement from Liverpool, made holders a little less confident as to the future the earlier part of the week, and rather freer sellers; but towards the close prices are a shade better and holders firmer. Of the poorer grades the offerings have been very liberal all the week. On Saturday last very little was done, holders not being disposed to force sales, and buyers showing little disposition to operate at the quotations current; the closing price at Liverpool was 11½d for Middling Uplands. Monday brought no change either in prices or tone of the market. Spinners confined their purchases to supplying their more pressing wants, while shippers picked up a few lots rather under the market. But on Tuesday the continued dullness and slight falling off in prices at Liverpool—Middling Uplands closing at 11½d—together with the continued fair receipts at our own ports, induced some holders to yield a little in price here, so that the offerings of all grades became very liberal, and the transactions were fair, though buyers continued to operate with caution. Wednesday there was some improvement in the business done, the offerings, especially of the low grades, being quite liberal. On Thursday, the reports by cable showing the Liverpool market to be a little firmer, with an increase in the sales, our own market was strengthened, prices becoming steadier and, for the better grades, a shade higher. To-day there has been increased activity, the sales reaching 5,063 bales, but no change in quotations, and the close is firm. The transactions for forward delivery have been very limited, the total sales reported reaching only 400 bales low middling, of which 200 were on Monday, at 27½c, and the same amount on Thursday, at 27¾c—all for delivery during the balance of the month. The total sales for immediate delivery this week foot up 18,020 bales (including 60 bales to arrive), of which 5,642 bales were taken by spinners, 2,153 bales on speculation, 8,508 bales for export, 1,717 bales in transit, and the following are the closing quotations:

Upland & Florida.	Mobile.	New Orleans.	Texas.
Ordinary	25 @	25 1/2 @	25 1/2 @
Good Ordinary	26 @	26 1/2 @	26 1/2 @
Low Middling	27 1/2 @	27 1/2 @	27 1/2 @
Middling	28 1/2 @	29 @	29 1/2 @

Below we give the sales and price of middling cotton at this market each day of the past week:

Saturday	To all sales.	Upland & Florida.	Mobile.	New Orleans.	Texas.
Monday	2,096	25 1/2 @	29 @	29 1/2 @	29 1/2 @
Tuesday	2,923	25 1/2 @/28 1/2 @	28 1/2 @/29	29 1/2 @/29 1/2 @	29 1/2 @/29 1/2 @
Wednesday	3,077	25 1/2 @/28 1/2 @	28 1/2 @/29	29 1/2 @/29 1/2 @	29 1/2 @/29 1/2 @
Thursday	3,218	25 1/2 @/26 @	29 @	29 1/2 @	29 1/2 @
Friday	5,063	25 1/2 @/26 @	29 @	29 1/2 @	29 1/2 @

THE WEATHER IN THE SOUTH.—There has been an improvement in the weather throughout the South during the past week, but cotton is undoubtedly backward, and will need much and immediate cleaning to ensure a good stand. We hear some talk of abandoning portions of the land planted, the weeds, they claim, having grown so fast as to make it necessary to give up part to secure the balance. It is very difficult to say what reliance is to be placed on these early rumors of injury done. Of course, the disposition is always to exaggerate, and such rumors do not lose anything by traveling; but we are inclined to think, as stated above, that thus far the start has not been favorable, and that the trying time is now to come, the question being reduced to a contest between the weeds and the labor supply.

The exports of cotton this week from New York show a small decrease, the total reaching 8,962 bales, against 10,090 bales last week. Below we give our table showing the exports of cotton from

New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1868; and in the 1st column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1868

	EXPORTED TO	WEEK ENDING				Total to date	Same time prev. year.
		April 20.	Apri l 27.	May 4.	May 11.		
Liverpool.....	8,665	12,436	7,726	6,195	212,015	267,390	
Other British Ports.....	....	30	....	....	3,055	7,359	
Total to Gt. Britain.	8,665	12,466	7,726	6,195	215,070	274,749	
Havre.....	1,536	....	244	....	16,846	24,896	
Other French ports.....	....	....	....	....	....	203	
Total France.	1,536	....	244	....	16,846	25,099	
Bremen and Hanover.....	848	1,290	1,470	1,478	30,172	31,417	
Hamburg.....	350	154	620	465	18,478	10,051	
Other ports.....	....	....	824	1,157	6,505	6,505	
Total N. Europe.	1,198	1,444	2,120	2,767	49,807	47,959	
Spain, Oporto and Gibraltar &c	....	....	....	....	2,498	2,172	
All others.....	....	862	....	....	1,190	2,606	
Total Spain, etc.	....	862	....	....	3,688	4,838	
Grand Total	11,399	14,772	10,090	8,962	285,411	352,645	

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1868:

RECEIPTS FROM	NEW YORK		BOSTON		PHILADELPHIA		BALTIMORE	
	This week.	Since Sept. 1.						
New Orleans.....	458	89,13	336	58,613	...	6,371	...	1,485
Texas.....	666	37,175	...	9,771	...	...	...	298
Savannah.....	1,595	131,595	...	1,573	406	13,470	198	11,789
Mobile.....	...	14,248	...	5,567	...	333	...	50
Florida.....	7,088	...	...	...	...	...	...	...
South Carolina.....	1,737	96,021	4,470	114	5,754	197	15,662	
North Carolina.....	236	6,851	152	...	1,305	3	2,324	
Virginia.....	1,013	66,395	366	18,040	...	...	287	22,504
North'n Ports.....	211	11,544	577	58,542	...	...	27	119
Tennessee, &c.	1,299	93,419	1,061	31,079	458	19,397	429	15,380
Foreign.....	58	5,8	...	680	...	...	...	28
Total this year	7,273	273,967	2,320	188,487	1,001	46,830	1,141	69,639
Total last year	4,884	571,854	551	205,940	705	27,754	641	72,721

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 30,780 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests up to Tuesday night, to make the figures correspond with the official week. Below we give a list of the vessels in which these shipments from all ports, both North and South, have been made:

Exported this week from—		Total bales.
NEW YORK	To Liverpool, per steamers City of Boston, 620... City of Baltimore, 650... Erin, 1,602... Hecla, 588... Idaho, 1,036... Siberia, 61... Denmark, 545... Palmyra, 777... City of Manchester, 316...	6,195
To Bremen, per steamers Bremen, 758... Donau, 690...	...	1,473
To Hamburg, per steamer Cimbra, 465...	...	465
To Cronsstadt, per bark Alka, 824...	...	824
NEW ORLEANS	To Liverpool, per ships Marcia Greek af, 3,737... Amaranth, 3,884... Margaret Pollock, 2,559... per bark Mary Ann, 1,026...	11,206
To Bremen, per ship Hansa, 882...	...	882
MOBILE	To Liverpool, per ship Tuscarora, 3,748...	3,748
To Havre, per ship Neptune, 1,802...	...	1,802
GALVESTON	To Liverpool, per bark Rhea, 1,345... Ezra, 871...	9,216
BALTIMORE	To Liverpool, per ship Fr. B. Cutting, 1,302...	1,302
To Bremen, per steamer Baltimore, 1,508...	...	1,508
BOSTON	To Liverpool, per steamer Hecla, 13 Sea Island...	13
To British Provinces, 12...	...	12

Total exports of cotton from the United States this week ... bales. 30,780

The particulars of these shipments arranged in our usual form, are as follows :

Liverpool	Havre	Bremen	Hamburg	Cronstadt	British Prov.	Total
6,195	...	1,473	465	824	...	8,962
11,206	...	882	...	...	...	12,683
3,748	5,567	5,567
1,345	...	1,82	...	...	...	1,345
1,302	1,508	...	...	2,810
13	12	25
23,509	1,802	3,868	465	824	12	30,780

GOLD EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 137 and 139, and the close to-night was 138 $\frac{1}{2}$. Foreign exchange closed steady, with a moderate demand and a light supply of bill. The latest transactions reported were effected on a basis of 1 $\frac{1}{2}$ @10 $\frac{1}{2}$ for London prime bankers' long, 110 $\frac{1}{2}$ @110 $\frac{1}{2}$ for bankers' sight, and 108 $\frac{1}{2}$ @109 for prime commercial. Freights show a little more activity, but without change of rates, engagements being still reported at 5-32d. by steamer to Liverpool.

TELEGRAPH.—The following despatches from the Southern ports and from Liverpool contain some matters of interest not given above :

BOSTON, MASS., May 14.—Exports this week—to Great Britain and Continent, none. Stock on hand, 14,000 bales.

BALTIMORE, Md., May 14.—Exports this week—to Great Britain and Continent, none. Stock on hand, 3,040 bales.

NORFOLK, Va., May 14.—Net receipts of the week, 1,756 bales. Exports—coastwise, 1,908 bales. Stock on hand and on shipboard not cleared, 638 bales. Market quiet; Low middlings 26 $\frac{1}{2}$ c. Sales of the week, 233 bales.

WILMINGTON, N. C., May 14.—Total receipts of the week, 73 bales. Exports—coastwise, 142 bales. Stock on hand, in store and on shipboard, 158 bales. Market dull. Total sales of the week, 110 bales.

CHARLESTON, S. C., May 14.—Net receipts of the week, 2,714 bales; coastwise, 1 bale—total, 2,715 bales. Exports—to Great Britain, 1,811 bales to other foreign ports, none; coastwise, 3,388 bales. Stock on hand, 9,434 bales. Market quiet; Middlings 27 $\frac{1}{2}$ @27 $\frac{1}{2}$ c. Sea Island, 50c@\$1 00. Sales of the week, 2,360 bales.

SATANNAH, Ga., May 14.—Net receipts of the week, 10 bales Sea Island and 4,925 bales Uplands—total, 4,935 bales; coastwise, 1 bale. Exports—to Great Britain and Continent, none; coastwise, 204 bales Sea Island and 1,754 bales Uplands. Stock on hand, 883 bales Sea Island and 21,090 bales Uplands—total, 24,973 bales. Market quiet and steady; Middlings, 27 c. Receipts, 377 bales.

MOBILE, Ala., May 14.—Receipts of the week, 2,458 bales. Exports—to Great Britain, 1,390 bales; coastwise, 1,394 bales. Stock on hand 33,114 bales. Sales of the week, 4,000 bales. Sales to-day, 500 bales. Market quiet; Low Middlings, 26 $\frac{1}{2}$ c. Receipts, 377 bales.

NEW ORLEANS, La., May 14.—Receipts of the week, 5,660 bales; receipts to-day, 1,459 bales—gross, 6,514 bales. Exports to-day, 300 bales; exports for the week—to Great Britain, 14,279 bales; to the Continent, 2,944 bales; coastwise, 2,917 bales. Stock on hand, 67,656 bales. Sales to-day, 2,600 bales; sales for the week, 11,900 bales. Market unchanged.

GALVESTON, Tex., May 14.—Receipts of the week, 1,130 bales. Exports to Bremen, 1,500 bales; to New York, 526 bales; to New Orleans, 23 bales. Stock on hand, 6,141 bales. Market dull and depressed; Good Ordinary 18 $\frac{1}{2}$ c. Sales 910 bales.

LIVERPOOL, May 14—4:30 P. M.—The market opened quiet and closed a shade easier, with sales of the day amounting to 8,000 bales. The sales of the week have been 52,000 bales, of which 7,000 were taken for export and 3,000 on speculation. Stock in port and on shipboard is estimated at 374,000 bales, of which 183,000 are from the United States. The stock at sea bound to this port is estimated at 583,000 bales, of which 183,000 are American.

For the convenience of our readers we give the following, showing the sales and stocks at and afloat for Liverpool each of the last four weeks:

Tota. sales.....	52,000	47,000	51,000	50,000
Sales for export.....	7,000	7,000	9,0 0	8,000
Sales on speculation.....	3,0 0	3,0 0	6,000	4,000
Total stock	374,000	362,000	351,000	393,000
Stock of American.....	183,000	165,000	168,000	167,000
Total afloat	583,000	554,000	487,000	451,000
American afloat.....	183,000	196,000	182,000	153,000

The shipments from Bombay to the 8th instant since the last report (according to private advices) have been 60,000 bales.

Trade Report.—The market for yarns and fabrics at Manchester is firmer. The following table will show the daily closing prices of the week:

Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Price Midd. Upds.	11 $\frac{1}{2}$	11 $\frac{1}{2}$ -%	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
" Orleans...	12	11 $\frac{1}{2}$ -%	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
" Up. to arrive.	....	....	....	11 $\frac{1}{2}$	....

HAVRE, May 14.—The market has run quiet and steady to-day at 141 francs per cwt. for tres ordinaire on the spot and 138 francs for low middlings afloat.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of May 1, states:

LIVERPOOL, May 1.—The cotton market has been dull throughout the week, and considerable pressure has been evinced to sell. The consequence has been that prices have further declined. Sea Island cotton is 1d to 2d per lb cheaper than it was two months since. Middling and inferior American cotton has declined 4d; East India, 4d per lb; while Brazilian and Egyptian produce is rather lower in price.

In cotton to arrive the transactions have been comparatively limited; the latest quotations are: American, basis of Middling, from Savannah, ship named, 11 $\frac{1}{2}$; New Orleans, March shipment 12 1-16d; ship named, 11 $\frac{1}{2}$; Ceara, basis of fair, ship named, 11 $\frac{1}{2}$; Maceio, basis of fair, ship named, 11 $\frac{1}{2}$; Broach, fair new Merchants; ship named, 9d; Dholerah, fair new Merchants, ship named, 9d; 9d; Oomrawutte, fair New Merchants, ship named, 9d; early February sailing, 10d; early March 1 $\frac{1}{2}$ d per lb. The following are the prices of American cotton compared with those of last year:

Description.	—Ord. & Mid—	—Fair & G'd fair	—G'd & fine	—Mid. Fair. G'd & G'd
Sea Island.....	24 26	29	34	54 27 30 28
Stained.....	10 12	13 -15 17	20	13 14 17
Upland.....	10 $\frac{1}{2}$ -11 $\frac{1}{2}$ 11 $\frac{1}{2}$	13 -	12	12 $\frac{1}{2}$ 13 $\frac{1}{2}$ -
Mobile.....	10 $\frac{1}{2}$ -11 $\frac{1}{2}$ 12	-	-	12 $\frac{1}{2}$ 13 $\frac{1}{2}$ -
New Orleans.....	10 $\frac{1}{2}$ -11 $\frac{1}{2}$ 12 $\frac{1}{2}$	13 $\frac{1}{2}$ -	12	12 $\frac{1}{2}$ 13 $\frac{1}{2}$ -
Texas.....	10 $\frac{1}{2}$ -11 $\frac{1}{2}$ 12 $\frac{1}{2}$	13 $\frac{1}{2}$ -	12	13 $\frac{1}{2}$ -

The following are the prices of middling qualities of cotton at this date and since 1866:

1866.	1867.	1868.	1869.	1866.	1867.	1868.	1869.
Mid. Sea Island 3rd	1-d.	27d.	26d.	Mid. Pernamb 15d.	11 $\frac{1}{2}$ d	12 $\frac{1}{2}$ d	11 $\frac{1}{2}$ d
Upland...	13 $\frac{1}{2}$	11 $\frac{1}{2}$	12 $\frac{1}{2}$	Egyptian 14 $\frac{1}{2}$	12	11	10 $\frac{1}{2}$
Mobile...	11	11 $\frac{1}{2}$	12 $\frac{1}{2}$	Broach...	8	8	8 $\frac{1}{2}$
Orleans...	14 $\frac{1}{2}$	11 $\frac{1}{2}$	12 $\frac{1}{2}$	Dholerah 8	8	9 $\frac{1}{2}$	8 $\frac{1}{2}$

Annexed is a statement showing the stocks of cotton in Liverpool and London, and also the stocks of American and Indian produce ascertained to be afloat to those ports:

Stock in Liverpool	Bales	1868.	1869.
" London	45,520	47,922	
American cotton afloat	139,000	182,000	
Indian	255,067	394,683	
Total	965,817	1,006,130	

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SALES, ETC., OF ALL DESCRIPTIONS.									
Sales this week.			Total	Same	Average				
Ex-Specula-			Trade, port, tion.	Total	year	period	weekly sales		
American.. bales, 15,770	2,900	3,300	22,000	450,020	74,200	19,460	30,410		
Brazilian.....	7,8-0	280	8,740	162,910	250,640	7,540	10,920		
Egyptian.....	3,870	130	70	4,070	80,040	131,920	3,920	5,100	
West Indian....	1,410	310	1,723	23,950	38,660	1,270	1,720		
East Indian... .	10,090	5,340	1,890	17,320	519,610	41,050	15,000	11,470	
Total.....	39,020	8,960	5,870	53,850	1,236,580	1,657,980	47,150	59,620	
To this	To this								
This date	date		Total.	This	date	Dec. 31,			
week.	1868.		1868.	day.	1868.	1868.			
American....	18,526	445,593	809,600	1,262,250	16,450	311,340	62,300		
Brazilian.....	3,059	183,845	220,494	629,562	55,200	87,850	15,990		
Egyptian.....	3,241	92,802	103,302	206,509	55,510	51,530	31,820		
West Indian....	6,446	27,549	21,924	79,541	7,320	6,280	3,410		
East Indian... .	...	156,920	145,164	1,154,731	64,20	39,260	219,390		
Total.....	31,302	907,078	1,300,148	3,226,543	351,540	526,230	352,340		

Of the present stock of cotton in Liverpool 47 $\frac{1}{2}$ per cent is American, against 64 $\frac{1}{2}$ per cent last year. Of Indian cotton the proportion is 18 per cent, against 7 $\frac{1}{2}$ per cent.

LONDON, May 1.—The market has been very dull, and prices have declined $\frac{1}{2}$ @ $\frac{1}{2}$ d per lb. The following are the particulars of imports, deliveries and stocks:

Imports, Jan. 1 to April 29.....	Bales.	1867.	1868.	1869.
Deliveries	42,141	55,266	97,734	
Stocks April 29.....	51,972	113,783	165,041	

ALEXANDRIA, April 11—There has been much inactivity in this market, but prices are firm. Fair open ginned produce is quoted at 13 $\frac{1}{2}$ d; and good fair do at 13 $\frac{1}{2}$ d per lb free on board. The shipments have been:

From—	G. Britain, Continent, Total.
Nov. 1, 1868, to April 15, 1869.....	bales, 122,145 40,527 162,672
same period 1867-8.....	134,811 96,949 176,260
" " 1866-7.....	143,032 26,731 169,763
" " 1865-6.....	119,239 24,420 143,659
" " 1864-5.....	169,485 33,311 202,796

BOMBAY, May 1.—Our cotton market this week opened strong, but on receipt of later telegrams from Liverpool the demand has subsided, and former rates are no longer obtainable. We quote: New fair Dhollers, 9 $\frac{1}{2}$ d, cost and freight; new fair Broach 9 $\frac{1}{2}$ d, cost and freight; new fair Oomrawuttee, 9 $\frac{1}{2}$ d, cost and freight; new fair saw-ginned Dharwar, 10 $\frac{1}{2}$ d, cost and freight. Weekly sales, 7,500 candies "spot," and 800 candies for forward delivery. Sailings for the week, 47,000 bales for Liverpool and 1,000 for Havre. Our piece goods market has been active, and a good business has been done at hardening pries. 8 $\frac{1}{2}$ d shirtings, 6r. 7a.; 7 lb shirtings, 5r. 7a.; No 40 mule twist, 12a.

TOBACCO.

FRIDAY, P. M., May 14, 1869.

There is a further increase in the exports of crude tobacco his week, the total from all the ports reaching 4,927 hhdns, 259 cases, 411 bales, 167 hhdns, stems, and 77 tierces, against 2,441 hhdns, 941 cases and 492 bales for the previous seven days. Of these exports for his week, 2,268 hhdns, 1,209 cases, 356 bales, and 28 tierces were from New York, 1,834 hhdns, 167 do stems, and 49 tierces from Baltimore. The direction of the shipments of hhdns. was as follows: To Bremen, 3,099; 167 stems; to Amsterdam, 934; to Liverpool, 117; to Gibraltar, 161, and the balance to different ports. During the same period the exports of manufactured tobacco reached 237,040 lbs., of which 65,088 were to Sydney. The full particulars of the week's shipments from all the ports were as follows:

Exp'd this week from	Hhds.	Cases.	Bales.	Stems.	Hhds.	Cases.	Bales.	Tcs.	Pkgs.	Man'd
New York.....	2,263	1,309	356	...	28	6	229,089			
Baltimore.....	1,834	...	167	49	...					5,851
Boston.....	16	50	13	...	35					
Philadelphia.....	...				...					2,100
New Orleans.....	819	...	42	...	...			
Portland.....	...				...
San Francisco.....	...				...
Total.....	4,927	1,259	411	167	77	41	257,040			
Total last week.....	2,441	941	377	...	1	769	81,154			
Total previous week.....	1,004	1,225	255	...	18	172	79,925			

Below we give our usual table showing the total export of Tobacco from all the ports of the United States, and their direction, since November 1, 1868:

Exports of Tobacco from the United States since November 1, 1868.

To	Hhds.	Cases.	Bales.	& tcs.	Hhds.	Cases.	Bales.	Tcs.	Pkgs.	Man'd
Great Britain.....	3,878	748	668	350	1,905	1,002,900				
Germany.....	11,014	10,847	8,156	617	1,574	219	103,501			
Belgium.....	1,569	92	100	...	...					36,264
Holland.....	5,282	650	100	1	268	104	12,235			
Denmark.....	388	277	1	1	...					
Italy.....	586	122	...	...	...					6,316
France.....	3,691	302	...	...	...					2,286
Spain, Gibraltar, &c.....	7,51	927	355	...	14	180	96,489			
Mediterranean.....	...				...
Austria.....	830	213	32	...	...			
Africa, &c.....	...				81	15,624				
China, India, &c.....	...	830	...	...	46	18,730				
Australia, &c.....	1	331	2	24	...	3	931,510			
B. N. Am. Prov.....	208	518	511	...	1,328	121,699				
South America.....	219	711	1,995	...	...					11,379
West Indies.....	736	247	3,315	17	...	1,040	249,093			
East Indies.....	...	261	...	...	...					2,900
Mexico.....	...	41	89	...	...					5,463
Honolulu, &c.....	...	131	...	...	...		
All others.....	166	69	1,604	2	...	387	197,849			
Total since Nov 1.....	36,804	16,873	15,846	1,015	1,866	7,106	2,946,486			

The following table indicates the ports from which the above exports have been shipped:

From	Hhds.	Cases.	Bales.	cer's.	hhd's.	pkgs.	Man'd
New York.....	18,420	14,580	13,363	888	34	4,227	2,705,934
Baltimore.....	14,812	63	150	50	1,845	228	13,126
Boston.....	705	1,655	1,993	50	...	3,063	147,870
Philadelphia.....	...	...	...	...	...	...	71,410
New Orleans.....	2,253	2	279	...	...	...	303
San Francisco.....	557	59	...	...	...	6	2,026
Virginia.....	368	...	47	...	...	...	...
Portland.....	...	15	...	...	...	89	3,860

Total since Nov 1..... 36,804 16,872 15,846 1,015 1,866 7,106 2,946,486

The tobacco market the past week has been active and firmer for Kentucky Leaf, but otherwise quiet and unchanged.

Kentucky Leaf has been in active demand both for export and speculation, with a fair business to manufacturers and dealers. The speculative demand has been mainly in Lugs and Low Leaf, which has advanced 1 cent per lb. The medium grades are $\frac{1}{2}$ cent higher. The sales of the week foot up the large aggregate of 2,800 hhdns, making 4,109 hhdns thus far for May, but for the past day or two the demand has been liberal. The advance has somewhat checked business.

The market for Seed Leaf Tobacco has, on the contrary, been dull and depressed. Receipts are liberal, and accounts from abroad are not favorable to maintaining present gold prices. Sales are: 56 cases New Connecticut, 22 cents; 80 cases Old State, private terms; 29 cases Connecticut Wrappers, crop of 1868, 18 cents; 26 cases Connecticut Wrappers New, 28 cents; 160 cases New State, 14@18 cents; 50 cases Old Connecticut, 25 cents.

Spanish Tobacco is dull. As we remarked last week, the advance in gold prevents holders accepting late currency prices, and they cannot get any advance. Sales, 150 bales Havanna at 98@110 cents.

Manufactured Tobacco remains quiet, but is firm.

The receipts of tobacco at New York this week, and since Nov. 1 have been as follows:

RECEIPTS AT NEW YORK SINCE NOVEMBER 1, 1868.										
From	This week		Previously		Total in Nov. 1					
	hhds.	pkgs.	hhds.	pkgs.	hhds.	pkgs.	hhds.	pkgs.	hhds.	pkgs.
Virginia.....	267	1,470	3,745	21,888	4,012	26,533				
Baltimore.....	43	415	921	1,385	964	1,800				
New Orleans.....	2	...	110	461	112	461				
Ohio, &c.	2,048	465	14,295	22,101	16,343	22,566				
Other.....	...	...	349	537	349	537				
Total.....	2,380	2,550	19,420	49,372	21,780	51,922				

The following are the exports of tobacco from New York for the past week:

EXPORTS OF TOBACCO FROM NEW YORK.*

Lbs.	Hhds.	Cases.	Bales.	Tcs.	Pkgs.	Man'd
Liverpool.....	42	...	...	28	...	52,785
London.....	6	...	...	...	...	40,609
Glasgow.....	...	...	...	...	...	5,715
Bremen.....	1,479	1,127	130	...	...	...
Hamburg.....	...	...	151	...	...	22,301
Anwerp.....	220	21	...	...	...	...
Gibraltar.....	161	3	...	...	3	65,038
Sydney.....	...	...	...	...	...	63
Danish West Indies.....	...	...	...	...	...	17,098
British N. A. Colonies.....	...	...	...	1	...	4,725
British West Indies.....	124	...	...	...	...	...
French West Indies.....	36	...	...	...	...	...
Cuba.....	...	...	...	...	...	10,100
Hayti.....	...	1	...	...	...	...
Mexico.....	...	2	75	...	...	1,445
New Granada.....	200	1	...	...	3	3,200
Venezuela.....	...	...	...	...	...	172
Argentine Republic.....	...	50	...	...	...	5,887
Total.....	2,068	1,209	356	38	6	229,089

* The exports in this table to European ports are made up from manifests, verified and corrected by an inspection of the cargo.

The direction of the foreign exports for the week, from the other ports, has been as follows:

The wheat market has shown less buoyancy, although favored by low freights, an improvement in exchange, higher quotations from abroad, and diminished receipts at the Western markets. But these favorable circumstances have been counterbalanced by the desire to close out supplies in store, preparatory to the reception of supplies from canal, which may be expected in large quantities next week. No. 2 Spring has sold, to arrive, to the extent of about 100,000 bushels, at \$1 44@ \$1 44 $\frac{1}{2}$, but the close is dull and unsettled. Winter wheats are dull.

Corn was pressed down under the anxiety to realize, and as low as 80 cents has been accepted for new mixed, and 81 for old mixed, in store, but from these prices there has been a sharp rally, partly speculative, and the close is very firm. Information received leaves no doubt that the local distilleries will be in operation in a few weeks, and they will require large quantities of corn. Stocks are very small.

There has been a break in oats down to 81c for Western cargoes, in store. The receipt of considerable supplies, by rail and down the Hudson River, was the principal cause of the decline, but these disposed of, there is a steadier feeling, and the principal holders are not offering. Rye has been steady, with more doing. Barley has declined. The only business reported has been in Hungarian at \$1 75. It is near the end of the season for barley. Barley malt is unsettled, and merely nominal. Nothing has been done in Canada peas.

The following are closing quotations:

Flour—	Corn Meal—	Wheat, Spring, per bushn.	1869.	1868.	1867.	1866.
Superfine.....	\$8 bbl. \$5 60@ 6 00	1 38 1/2 1 55				
Extra State.....	6 20@ 6 50	1 50@ 1 60				
Shipping R. hoop Ohio.....	6 30@ 6 60	Amber do.....	1 65@ 1 70			
Extra Western com- mon to good.....	6 20@ 6 50	White.....	1 65@ 2 00			
Double Extra Western and St. Louis.....	6 75@ 11 25	Corn, Western Mix'd, old.....	91 @ 93			
Southern supers.....	6 40@ 7 00	Western Mixed, new.....	84 @ 81			
Southern, extra and family.....	7 15@ 11 25	Yellow new.....	90 @ 92			
California.....	7 00@ 9 75	Rye, new.....	1 33@ 1 38			
Rye Flour, fine and super- fine.....	4 75@ 6 85	Oats, West.....	78@ 80			
		Barley.....	1 75@ 1 80			
		Malt.....	1 80@ 1 90			
		Peas Canadas.....	1 20@ 1 50			

FOREIGN EXPORTS FROM NEW YORK FOR THE WEEK AND SINCE JAN. 1

	Flour, C. meal, Wheat, Rye, Barley, Oats, Corn bbls. bbls. bush. bush. bush. bush. bush.	1869.	1868.	1867.	1866.
Gt. Brit. week.....	5,135	123,377	107,466		
Since Jan. 1.....	73,353	10 2,588,836	—	17,000 1,084,483	
N. A. Col. week.....	5,922	1,763	—	—	13,549
Since Jan. 1.....	44,441	11,059	—	—	4,518
West Ind. week.....	8,093	5,524	—	—	68,595
Since Jan. 1.....	128,778	12,552	—	21,034	—
Total exp't, week 25,212	7,452	126,233	—	1,967	112,184
Since Jan. 1, 1869.	31,218	2,648,390	—	55	83,71 1,219,919
Same time, 1868.	218,783	72,612 1,637,187	153,993	—	36,324 2,577,189
Since Jan. 1 from—					
Boston.....	48,001	11,487	—	61,238	8,121
Philadelphia.....	31,043	18,256	2,914	6,452	56,501
Baltimore.....	98,903	11,302	—	10	3,028 425,039

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.

	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.	1869.	1868.	1867.
Flour, bbls.....	53,3/5	7,2,945	64,055	72,440			
Corn meal, bbls.....	5,005	126,195	3,945	153,555			
Wheat, bush.....	57,885	1,716,710	91,995	2,555,280			
Corn, bush.....	85,580	2,062,820	350,555	4,471,405			
Rye, bush.....	8,860	23,780	22,440	147,045			
Barley, &c., bush.....	29,525	599,60	125,600	586,715			
Oats, bush.....	83,190	742,545	567,730	1,267,000			

EXPORT OF BREADSTUFFS TO GREAT BRITAIN AND IRELAND FROM SEPT- 1, 1868.

From	Date.	Flour, bbls.	Wheat, bush.	Corn, bush.	1869.	1868.
New York.....	May, 7, 1869	226,131	1,160,411	2,028,580		
New Orleans.....	Apr. 30, 1869.	11,700	118,808	236,604		
Philadelphia.....	30, 1869.	2,357	—	57,108		
Baltimore.....	30, 1869.	2,112	—	347,632		
Boston.....	30, 1869.	458	—	—		
California.....	7, 1869.	8,521	3,918,185	—		
Other ports.....	30, 1869.	21,811	755,614	69,807		
Total.....		273,000	9,952,648	2,799,751		
To about same period, 1868.		44,287	10,738,537	6,282,416		
To about same period, 1867.		122,147	4,278,400	6,778,505		

TO THE CONTINENT.

From New York to May, 7, 1869.	Flour, bbls.	Rye, bush.	Wheat, bush.	Corn, bush.	1869.	1868.
From other ports to latest dates.....	6,383	—	118,031	2,618		
Total.....	21,278	—	118,031	67,387		
To about same period, 1868.....	52,935	532,588	310,685	50,636		
To about same period, 1867.....	2,183	151,882	74,407	10,360		

RECEIPTS AT LAKE PORTS for the week ending May 8, viz.:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.	1869.	1868.
Chicago.....	48,112	170,945	403,601	214,375	3,018	8,477		
Milwaukee.....	10,448	185,748	2,996	21,799	618	616		
Toledo.....	14,060	40,387	103,000	40,390	142	290		
Detroit.....	17,553	27,956	7,000	5,703	375	107		
Cleveland.....	3,50	36,450	18,003	16,150	950	450		
Totals.....	93,523	469,041	534,597	297,817	5,103	9,940		
Previous week.....	98,458	321,977	419,891	203,716	18,363	17,349		
Correspond'g. week, '68.....	77,316	540,886	568,835	31,360	4,442	7,601		
" '67.....	46,273	170,582	1,059,110	186,106	26,386	26,392		
" '66.....	98,459	637,711	1,061,873	355,303	23,539	35,913		

Comparative receipts at the same ports, from January 1 to May 8:

	1869.	1868.	1867.	1866.
Flour, bbls.....	1,882,898	1,179,749	997,515	1,016,515
Wheat, bush.....	6,625,471	4,158,905	2,805,395	3,259,371
Corn, bush.....	9,457,234	9,87,326	6,913,780	5,035,562
Date, bush.....	2,978,137	2,504,794	1,632,540	2,467,647
Barley, bush.....	371,140	365,618	462,363	247,621
Rye, bush.....	442,465	168,024	360,693	301,366
Total grain, bush.....	19,374,337	17,094,597	12,173,666	12,411,467

THE STOCK OF WHEAT IN STORE at Chicago and Milwaukee in 1867' 1868 and 1869 were near upon the following figures at a late date:

	1867.	1868.	1869.
Chicago.....	bush.	193,200	710,600
Milwaukee.....	115,000	273,000	976,000
Total.....	308,200	883,600	1,737,600

EASTWARD MOVEMENT OF FLOUR AND GRAIN from Chicago, Milwaukee and Toledo for the week ending May 8, 1869 :

	FLOUR, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Total.....	67,648	375,193	562,266	240,963	570	1,750
Previous week.....	60,285	903,433	703,934	155,278	826	2,200
Cor. week, 1868.....	58,212	462,098	1,034,690	200,269	200	...
" 1867.....	19,503	122,889	505,004	85,733	220	250
" 1866.....	51,602	585,080	331,559	254,870	375	17,112

GROCERIES.

FRIDAY EVENING, May 14, 1869.

The influence of the high price of gold, which has remained during the week near the top figures of last week's quotations, has made itself apparent in the various markets, much as indicated last week. Where sales are made for gold, business has been checked, but where currency is taken in payment, prices are strengthened and business improved.

Sugars have been active, and prices firmer, although at the improved rates. Importers are frequently selling without profit, and are storing the better qualities of their receipts.

Molasses has met with a good demand for all the superior grades. Those suitable for the use of the trade and the best work of refiners have sold readily, and from scarcity at full prices.

Coffee has been flat for all kinds, and the limited sales evince a mere nominal inquiry for any description.

Teas have been steadily active in sales of rather limited amounts, and in greens more especially, the sales give a fair total for the week. For Japans there has been but little demand.

Imports for the week have been very small, including no receipts of tea, only one cargo of Rio coffee, and scarcely any of other sorts. The imports of sugar and molasses have not been very large.

The following table shows the exports of sugar to the United States from Havana and Matanzas, and the exports of molasses from Havanna, Matanzas, and Cardenas, for the first quarter of 1869:

	Sugar, boxes.	Molasses, hds.
1869.....	310,988	50,318
1868.....	190,374	40,514
1867.....	104,407	25,898

The imports at New York for the week, and the several ports since January 1, are given below under the respective heads. The totals are as follows:

	At N. Y. — From Jan 1 to date—this Week.	1869.
Tea.....	27,774,351	26,677,384
Tea (indirect import).....	15,253	4,295
Coffee, Rio.....	5,300	484,397
Coffee, other.....	345	379,796
Sugar.....	17,334	176,147
Sugar.....	15,997	297,294
Molasses.....	12,029	230,159
Molasses.....	6,374	241,417
Molasses.....	5,490	280,204
Molasses.....	178,732	182,020
Molasses, New Orleans.....	17,497	10,945

TEA.

The week has been undistinguished by any new phase in the trade. There has been a constant trade during the week of no large amount, but evincing some considerable demand, more particularly for greens, and closing with full as much activity in the market as at any time since our last report. In such a state of the market as has prevailed for some time past, holders are not, sometimes from necessity, rigorous in demanding full prices, and some of the business of the past week has been at somewhat yielding prices. As a general thing, however, the current rates have been well sustained. Sales comprise 7,009 half chests greens, 8,936 do Oolongs, and 100 Souchongas.

There have been no imports of tea during the week. Better advice

May 15, 1869.]

THE CHRONICLE

635

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will be upon a more settled basis, and trade in all respects more satisfactory.

The unfavorable results of business in the past must have one good effect, namely, that of making manufacturers and importers more cautious as to the quantity of goods they get on hand; and we regard the fact of this market having been often overstocked with goods during the past few years, as one which must exert a very favorable influence upon the future of the dry goods trade.

It is becoming more and more apparent to merchants that the country is not in such a settled condition that the course of trade can be calculated on with the same degree of certainty formerly attainable, and until our currency is nearer a gold basis, and the annual supply of cotton to be furnished to the world each year has approached near to a fixed quantity, we must expect that fluctuations in the market will be frequent, and the demand for dry goods in the country will vary largely from year to year.

The most improvement this week has been in foreign dress goods, for the better styles of which there has been a good demand and an advance in prices.

In brown sheetings there have been some concessions without stimulating business. In other cotton goods prices have been firm.

The exports of dry goods for the past week, and since January 1, 1868, and the total for the same time in 1867 and 1868 are shown in the following table:

Exports to	FROM NEW YORK.			FROM BOSTON		
	Domestics.	D. Goods.	Domestics.	Dry Goods	pkgs.	cases.
Cuba	5	\$231	...	...	3	...
British West Indies	7	577	...	...	...	...
French West Indies	1	50	...	...	...	...
Mexico	19	3,221	...	...	...	...
New Granada	15	1,462	...	...	...	...
Argentine Republic	123	7,887	...	...	...	...
Africa	357	42,651	...	...	...	...
Liverpool	...	2	468	39	...	...
Glasgow	...	1	300	...	...	...
Canada	...	7	1,699	...	...	...
Venezuela	...	1	79	...	...	...
Haiti	...	...	...	9	...	...
British Provinces	...	...	...	10	...	...
Total this week..	527	\$55,779	11	\$2,546	61	...
Since Jan. 1, 1869..	9,340	963,953	1,196	25,162	2,923	55
Same time 1868..	10,192	930,400	1,733	593,748	5,200	...
" 1860 ..	37,714	...	...	21,175	...	...

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of the leading jobbers:

BROWN SHEETINGS AND SHIRTINGS have been sparingly dealt in, and rather less steadiness is noticed than last week. In a few instances concessions are made, and on Wednesday a prominent house put Lawrence C goods at 14½ cents. But little effect as yet has been produced in other lines by this however, beyond a weakened tone and very limited sales. Fine browns are fairly steady, and the goods are taken for immediate wants with some confidence. Agawam 36 inches 12½, Amoskeag A 36 15, do B 36 —, Atlantic A 36 15, do H 36 15, do P 36 15, do L 36 —, do V 36 12½, Appleton A 36 15, Augusta 36 14½, do S 36 13½, Bedford R 30 10, Boott H 27 11, do O 34 11½, do S 40 13½, do W 45 18, Commonwealth O 27 8½, Grafton A 27 9, Graniteville AA 36 —, do EE 36 15, Great Falls 36 15, do S 38 11½, Indian Head 36 15½, do 30 —, Indian Orchard A 40 14, do C 36 18½, do BB 36 12, do W 34 11½, do NN 36 14, Laconia A 39 14, do S 37 —, do E 36 13, Lawrence A 36 13, do E 36 12½, do F 36 13, do G 34 11½, do H 27 11, do LL 36 12½, Lyman C 36 14½, do E 36 15, Massachusetts BB 36 13, do J 30 11½, Medford 36 —, Nashua fine 33 14, do 36 15½, do E 39 17, Newmarket A 12½, Pacific extra 36 15, do H 36 15, do L 36 13½, Pepperell E 36 10, do 7-4 32½, do S 37 37½, do 9-4 45, do 10-4 50, do 11-4 55, Pepperell E fine 39 15, do R 36 14, do O 33 13, do N 30 12, do G 30 12, Pocasset F 30 10, do K 36 12½, do 40 15½, Saranac fine O 38 14, do R 36 15, do E 39 16½, Sigourney 36 10, Stark A 36 15, Swift River 36 12, Tugger 27 9, Tremont M 38 11.

BLEACHED SHEETINGS AND SHIRTINGS have shown little variation since last report; but the trade in the goods is in no respect improved, and accumulation in some of the less known brands is evident. Wide goods are in better supply, with prices unchanged. Amoskeag 46 20, do 54 25, do A 36 15, Androscoggin 36 17½, Appleton 36 17, Attawaugan XX 38 14, Atlantic Cambrie 36 26, Ballou & Son 36 14, do 33 12, Bartletts 36 16½, do 38 14½, do 30 13½, Bates 36 18½, do B 33 15, Blackstone 36 14½, do D 36 13, Boott B 36 15½, do C 38 14, do E 40 12½, do H 28 11, do O 30 13, do R 28 10, do L 36 15½, do W 45 19, Dwight 40 22, Ellerton E 42 20, do 27 10, Elmwood 33 22½, Forestdale 36 16½, Fruit of the Loom 36 18, Globe 27 —, Gold Medal 36 15, Greene Mfg Co 36 11½, do 30 10½, Great Falls K 36 16, do M 33 13, do S 31 12, do A 38 14, Hill's Samp. I dem 36 17½, do 33 16, Hope 36 14, James 36 14½, do 33 13½, Lawrence B 36 16, Lonsdale 36 18, Masonville 36 18, Newmarket C 36 14½, New York Mills 36 25, Pepperell 6-4 32½, do 8-4 45, do 9-4 52½, do 10-4 57½, Rosebuds 36 16½, Red

Bank 36 11½, do 32 14, Slater J. & W. 36 14, Tuscarora 36 20, Utica 5-4 35, do 6-4 40, do 9-4 —, do 10-4 —, Waltham X 33 12½, do 42 17½, do 6-4 —, do 8-4 42½, do 9-4 50, do 10-4 55, Wamsutta 45 32, do 40 29, do 36 22½, Washington 33 10.

BROWN DRILLS are scarcely as plenty, and less disposition is shown to make concessions, even by the package. Amoskeag 17, Boott 18½, Graniteville D 16½, Laconia 17. Pepperell 17, Stark A 16½, do H 15½.

PAINTS are becoming unsettled, and considerable confusion is caused by the irregular rates at which some of the medium brands are held by the different houses. Prices for standard goods are steady however for best styles, and lower rates are not even hinted at. Allens 12, American 12, Amoskeag —, Arnolds 10, Cocheco 14, Conestoga 12, Dunnell's 12½, Freeman 10, Gloucester 12, Hamilton 12½, Home 8½, Lancaster 12, London mourning 11-1½, Mallory 11½, Manchester 11-1½, Merrimac D 12½, do pink and purple 15, do W 14½, Oriental 12, Pacific 12½, Richmond's 12, Simpson Mourning 11-1½, Sprague's purple and pink 13, do blue and white 13½, do slirtings 13, Wamsutta 8-9½.

GINGHAMS continue very steady in price; in fact less change has been noticed throughout the season in this class of goods than in almost any other. Allamance plaid 8, Caledonia 14, Earlston 22½-25, Glasgow 16, Hampden 16, Lancaster 17, Manchester 13½.

MUSLIN DELAINES are quite neglected, and few new styles are being shown; while prices are unchanged. Pacific Armures 20, do Alpacas 3-4 25, do 6-4 26, Pekins 22½, Oriental Lustres 18.

TICKINGS are firmly held, and few concessions are to be obtained. Albany 10½, American 15, Amoskeag A C A 35, do A 29, do B 24, do C 22, do D 20, Blackstone River 16, Conestoga 25, do extra 30, Cordis 29, do BB 17½, Hamilton 25, do D 21, Lewiston 36 25, do 32 30, do 30 23, Mees & Wm's 29, Pearl River 32, Pemberton A A 25, do E 17, Swift River 16½, Thorndike 17½, Whittenton A 22½, Willow Brook 27½, York 30 26, do 32 32½.

STRIPES are taken freely at full rates. Some brands tend upward in price. Albany 10½, American 15, Amoskeag 21-22, Boston 15, Everett 13½, Hamilton 21½, Haymaker 16, Sheridan A 14, do G 14½, Uncasville dark 16, do light 15, Whittenton AA 21½, do A 20, do BB 17, do C 15, York 21½.

DENIMS continue very firm, and no over supply is visible; but rather the reverse in a few makes. Amoskeag 30, Blue Hill 15, Beaver Cr. blue 27½, do CC 19, Columbian extra 30, Haymaker 18, Manchester 20, Otis A X A 27½, do BB 25, do CC 20, Pearl River 29, Thornhill 19, Tremont 20.

CORSET JEANS are without change, the market being kept well supplied. Amoskeag 15, Androscoggin 16, Bates 12½, Everett 15½, Indian Orch. Imp 13½, Laconia 15½, Naumkeag 15½, Newmarket 14, Washington satinet 17.

CAMBRICS show no movement of note in price or transactions. Amoskeag 10, Portland 8, Pequot 10½, Victory H 9, do A 10, Washington 10.

COTTON BAGS are a little more active, and a few styles are at an advance. American 42½, Androscoggin 42½, Arkwright A 44, Great Falls A 45, Lewiston 45, Ludlow AA 45, Outarais 45, Stark A 47, do C 3 bush 65, Union A 27½.

COTTON YARNS without any change to notice. Best Georgia Cotton Yarns Nos. 6 to 12 40, Best South Carolina small skeins 44.

SPOOL COTTONS are firmly held, and foreign goods tend towards an advance through the rise in gold.

FOREIGN DRESS GOODS in seaport fabrics show more activity, and slight advances in price have been obtained on some styles. Staple styles of summer fabrics have realized better prices at auction in a few instances, but the extensive offerings of the last day or two at some of the rooms, have proved that the trade are not in condition to take large quantities of anything, however desirable; and with the exception of the very best and rarest styles prices have ruled low, while much indifference has been shown by buyers generally.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending May 13, 1869, and the corresponding weeks of 1867 and 1868, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 13, 1869.

1867.			1868.			1869.		
	Pkgs.	Value.		Pkgs.	Value.		Pkgs.	Value.
Manufactures of wool..	252	\$98,339	763	\$217,206	447	\$185,328		
do cotton..	281	106,388	642	179,839	599	153,657		
do silk..	96	123,382	407	325,226	315	286,756		
do flax..	501	136,303	713	199,539	563	112,315		
Miscellaneous dry goods..	166	\$1,334	254	\$8,718	185	\$4,392		
Total.....	1,299	\$642,241	2,718	\$1,011,507	2,108	\$775,348		

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

Manufactures of wool..	372	\$160,389	351	\$119,865	478	\$164,377
do cotton..	279	55,712	179	51,219	275	76,363
do silk..	103	121,926	50	51,289	58	67,309
do flax..	238	61,066	246	55,606	361	61,614
Miscellaneous dry goods..	378	\$2,785	3,070	\$4,902	1,887	\$3,765
Total.....	4,829	\$461,878	3,896	\$813,021	3,059	\$408,418
Add ent'd for consu'pt'n 1,399	542,341	2,718	1,011,507	2,108	775,348	
Total thrown upon mark't.	6,188	\$1,064,119	6,614	\$1,324,528	5,167	\$1,178,766

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

Manufactures of wool..	388	\$168,550	355	\$118,916	712	\$248,432
do cotton..	216	59,649	192	51,576	447	169,739
do silk..	65	74,188	50	49,910	63	75,780
do flax..	193	57,051	267	54,418	733	189,176
Miscellaneous dry goods..	84	17,018	3,63	15,305	148	54,523
Total.....	1,696	\$370,579	3,97	\$320,498	2,108	\$627,650
Add ent'd for consu'pt'n 1,399	542,41	2,718	1,011,507	2,108	775,348	
Total entered at the port 2,995	\$912,320	6,635	\$332,005	4,211	\$1,402,998	

[May 15, 1869.]

Dry Goods.**American Silks.**

THE BEST QUALITY OF

BLACK GROS GRAINManufactured in this Country offered for Sale by
C. A. AUFPORDT & CO.,
184 & 185 DUANE STREET.**JENKINS, VAILL &****PEABODY,**

46 LEONARD STREET,

DRY GOODS COMMISSION MERCHANTS.

Sole Agents for the sale of

COTTONS AND WOOLENS,

Or Several Mills.

AMERICAN SILKS.

MANUFACTURED BY

CHENEY BROTHERS.**Machine Twist.****Sewing Silk,****Tins and Organzines,**

INE ORGANZINES FOR SILK MIXTURE, CASSIMERES.

Foulards and Florentines, !**Pongee Handkerchiefs,****Silk Warp Poplins,****Silk Dress Goods,****Belt Ribbons.**

SILKS FOR SPECIAL PURPOSES TO ORDER.

AGENTS:**EDWARD H. ARNOLD & SON,**
102 Franklin Street, New York.**HENRY & MILLIKEN,**

4 Otis Street, Boston.

LEONARD BAKER & CO.,

210 Chestnut Street, Philadelphia.

CHASE, STEWART & CO.,

10 and 12 German Street, Baltimore.

SPool COTTON.**JOHN CLARK, Jr. & CO'S.**

Mile End, Glasgow.

IS UNSURPASSED FOR HAND AND MACHINE SEWING.

THOS. RUSSELL, Sole Agent.

88 CHAMBERS STREET, N.Y.



SHOE THREADS,
LINEN THREADS,
CARPET THREADS,
SEWING MACHINE THREADS,
GILL NETT TWINES, FISH LINES,
TWINES, FLAX, ETC.

BARBOUR BROTHERS,
99 Chambers Street, Corner Church Street, New York
WORKS, PATERSON, NEW JERSEY

ABM. MILLS E. J. SHIPMAN

MILLS & SHIPMAN,
WOOL BROKERS,**NO. 50 BROADWAY, NEW YORK.**

We are prepared to make cash advances upon Wool, on the spot or in transit.

THOS. H. BATE & Co.,

MANUFACTURERS OF

DRILLED-EYED NEEDLES,

Fish Hooks and

Fishing Tackle,
NO. 7 WARREN STREET, NEAR BROADWAY,
NEW YORK.**Dry Goods.****JOHN S. &****EBEN WRIGHT & Co.,**92 & 94 Franklin Street, New York,
149 Devonshire Street, Boston

AGENTS FOR THE

Otis Company, Belknap Mills,
Columbian Mfg Company, Gilmanton Mills,

Warren Cotton Mills, Summer Falls Mills,

Boston Buck Company, Gilman Hostory Mills,

Thordike Company, Peppes Hostory Mills,

Otis Hostory Mills, And Arlington Mills,

Fancy Dress Goods, 34 and 64 Roubaix Cloth, Imperial Chunes, Alpacas, Beps Coburgs, &c., &c.

Belknap & Grafton

Shirtings, Flannels, Rob Boys, Cassimeres, Repellants,

Cottonades, Domestic Boys' Checks, Sulloways,

Shaker Flannels.

Bostery.

Otis Co., Pepper and Gilmanton Mills' Sulloways,

Short Socks, &c., &c.

Blue Linen.

Columbian Heavy, Otis AXA, BB, CC, D, O, E, G,

Union, Arlington, Oxford, Mt. Vernon, Beaver Creek

AA, BB, CC, Thordike, C, Haymaker, Palmer, Boston,

Northfield, Pawnee, Farmers' and Mechanics'

Brown Denims.

Columbian XXX, Otis BB, Warren A.B.D.X.

Ticks.

Cordis ACE, AAA, BB, Duck, A.A.B., Thordike A.C.

Swift River, Palmer, New England.

Wa'ren FF Fine Sheetings.

Cordis Awning, Thordike, B.C., Otis CC, Mount Vernon,

Columbus, Eagle,

Wa'ren FF Fine Sheetings.

Brown and Bleached Goods.

Thordike H. B. & C. Brown and Bleached Sheetings,

Hingham, Farmers' AA and Swift River Brown Sheetings,

40-in. Rocky Mountain Duck, Bear, Raven's Duck,

Theodore Polhemus & Co.

Manufacturers and Dealers in

COTTON SAIL DUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVER-

ING, BAGGING, FENS DUCK, SAIL TWINES

&c. "ONTARIO" SEAMLESS BAGS,

"AWNNG STRIPES."

Also, Agents

United States Bunting Company.

A full supply all Widths and Colors always in stock.

59 Broad Street, New York.

E. A. BRINCKERHOFF, THEODORE POLHEMUS,

J. SPENCER TURNER, H. D. POLHEMUS, Special.

GEO. J. BYRD & Co.,

Manufacturers of

UMBRELLAS AND PARASOLS,

Nos. 12 & 14 WARREN STREET NEW YORK.

C. B. & J. F. Mitchell,

COMMISSION MERCHANTS.

87 & 89 Leonard Street, New York.

Sole Agents for

JOSEPH GREER'S CHECKS.

Sutains Shawls.

Fond du Lac Blue Jeans.

Fine Cheviot Coatings.

Oxford Gold mixed and Brown Jeans.

Shirting Flannels and Balmoral Skirts.

Steamship Companies.**PACIFIC MAIL STEAMSHIP COMPANY'S****THROUGH LINE****To CALIFORNIA & CHINA,**

Touching at Mexican Ports

AND

CARRYING THE UNITED STATES MAILS.

On the 1st, 11th and 21st of Each Month.

Leave PIER 42 NORTH RIVER, foot of Canal street at 12 o'clock noon, also at 10 A.M. when those boats fall on Sunday, and then on the preceding Saturday, for ASPINWALL, connecting via Panama Railway with one of the Company's Steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

Departure of 1st connect at Panama with steamers for SOUTH PACIFIC and CENTRAL AMERICAN PORTS. Those of the 1st touch at PANAMA.

One hundred pounds baggage allowed each adult.

Baggage-masters accompany baggage through, and attend to ladies and children without male protectors.

Baggage received on the dock the day before sailing, from steamboats, railroads, and passengers

who prefer to send them down early. An experienced superintendant and attendant free.

For passage tickets or further information apply

to the Company's ticket office on the wharf, foot

Canal street North River, New York.

F. R. PARK, Agent.

EXTENSION TABLES

(EXCLUSIVELY),

Of Every Style and Quality, at

Greatly Reduced Prices.

WM. HEERDT, Manufacturer,

150 WOOSTER STREET,

BETWEEN PRINCE AND RUTON STREETS

NEW YORK.

Miscellaneous.**CAUTION!**

TO THE TRADE

AND TO CONSUMERS OF

J. & P. COATS',**BEST SIX-CORD THREAD.**

A COUNTERFEIT, OR ROUGH FAC-SIMILE OF their trade-mark upon the wrappers of thread, is in circulation, and may be readily detected by comparison with the genuine. The black and gold labels upon the spools are larger than the genuine. The white labels bearing the name of "Andrew Coats, General Agent for the United States," are roughly cut out by hand.

The spurious article, having been smuggled into the U.S., is also liable to seizure by the customs.

All dealing in Thread with these Forged Labels will be prosecuted by J. & P. Coats.

JOHN & HUGH AUCHINCLOSS,

Sole Agents in New York for J. & P. COATS.

GANO, WRIGHT & CO.,

COMMISSION MERCHANTS,

Cotton, Flour, Grain and Provisions.

NO. 27 MAIN ST., CINCINNATI, O.

Henry Lawrence & Sons,

MANUFACTURERS OF CORDAGE

FOR EXPORT AND DOMESTIC USE.

152 FRONT STREET, NEW YORK

Scovill Mfg. Company,

Manufacturers of

SHEET BRASS,
GERMAN SILVER PLATED METAL,
BRASS BUTT HINGES,

Gilt, Lasting, Brocade, and Fancy Dress Buttons.

And Lamp Trimmings,

And importers and Dealers in every Description of

Photographic Goods.

No. 4 Beekman street & 36 Park Row, NEW YORK,

Manufactury WATERBURY CT.

NEW YORK**Burleigh Drill Company,**

Principal Office 43 New St., N. Y.

JOHN T. DALY,

President of the New York Burleigh Drill Company has been appointed

GENERAL AGENT

For the sale of FOREIGN AND HOME TERRITORY

The Burleigh Rod Drill is now in practical working order in New York City; persons interested and desirous of seeing the machines at work, by application at the office of the Company, will be informed of their location. Address letters to

J. T. & W. H. DALY,

43 New St., P. O. Box 2597,

New York.

CHRISTY DAVIS,**PURCHASING****WOOL BROKER**

No. 58, BROADWAY, NEW YORK,

Cor. of Exchange Place.

John Dwight & Co.,

MANUFACTURERS OF

SALERATUS,**SUPER CARB. SODA, &c.,**

No. 11 Old Slip, New York,

Iron Cotton Ties.

The undersigned, Sole Agents in New York, for the sale and distribution of the

IRON TIE AND SELF-FASTENING WROUGHT IRON BUCKLE TIES.

Manufactured by J. McCOMBS, Liverpool, respectfully solicit orders for delivery in New York or other ports in the United States, or at Liverpool.

SWENSON, PERKINS & CO.,

50 BEAVER STREET;

Insurance.

OFFICE OF THE

Pacific Mutual Insurance COMPANY.

HOWARD BUILDING, 176 BROADWAY.

New York, January 13th, 1869.
The following Statement of the Affairs of the Company is published in conformity with the requirements of Section 12 of its charter:
Outstanding Premiums January 1, 1868.....\$119,049 43
Premiums received from Jan. 1, to Dec. 31,
1868 inclusive.....524,448 47

Total amount of Marine Premiums.....\$643,497 90

THIS COMPANY HAS ISSUED NO POLICIES, EXCEPT ON CARGO AND FREIGHT FOR THE VOYAGE.

No Risks have been taken upon Time or upon Hulls of Vessels.

Premiums marked off as Earned, during the period as above.....\$539,034 43
Paid for Losses and Expenses, less savings, &c., during the same period.....251,484 90
Return Premiums.....46,862 74

The Company has the following assets:

Cash in bank and on hand.....\$1,949 81
United States and other stocks.....532,648 50
Loans on stocks drawing interest 185,700 00

Premium notes and bills receivable.....\$813,294 31
Subscription notes in advance of premiums.....254,572 95
Re-insurance and other claims due the Company, estimated at.....76,000 00

Total assets.....\$1,163,324 33

Six Per Cent. Interest,

on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday the 2d day of February next.

The whole of the

outstanding Certificates of the Company of the Issue of 1864,

will be redeemed and paid in cash, to the holders thereof, or their legal representatives, on and after The day, the 2d day of February next, from which date interest thereon will cease. The Certificates to be produced at the time of payment and canceled.

A Dividend of Script of FORTY PER CENT is declared on the amount of Premiums for the year ending December 31st, 1868, for which Certificates will be issued on and after Tuesday, the sixth day of April next.

By order of the Board.

TRUSTEES:

John K. Myers, Alex. M. Earle,
A. C. Richards, Oliver K. King,
G. L. H. Gillespie, Wm. T. Blodgett,
C. E. Milnor, C. H. Ludington,
J. S. Bates, J. L. Smallwood,
Moses A. Hopper, Thomas E. Brin,
B. W. Bell, H. C. Southwick,
Horace B. Claffin, Wm. Hegeman,
W. M. Richards, James E. Taylor,
Ephraim L. Corning, Adam T. Bruce,
A. S. Barnes, Albert B. Strange,
Albert Starr, A. A. Davis Low,
As. W. D. Smith, Deas. F. Fenner,
John A. Hadden, Emil Heineken,
William Leconey, Jehiel Read,
John A. Bartow, John K. Waller.
JOHN K. MYERS, President,
WILLIAM LECONEY, Vice-President,
THOMAS HALE, Secretary.

Hanover Fire Insurance COMPANY,
No. 45 WALL STREET.

JULY 1st, 1867.

Cash capital.....\$400,000
Surplus.....206,63

Gross Assets.....\$606,634
Total Liabilities.....50,144

BENJ. S. WALCOTT, Pres.

BRUNSWICK SECRETARY

Germania Fire Insurance COMPANY.
Office, No. 175 Broadway
BRANCH OFFICES:
No. 357 Bowery, New York.
No. 377 Fulton Street, Brooklyn

Cash Capital.....\$500,000
Assets, July 1, 1868.....925,150 92
Liabilities.....45,000 00

Policies Issued Payable in Gold, if Desired.

RUDOLPH GARRIGUE, President.
JOHN EDW KAHL, Vice-President.
HUGO SCHUMANN, Secretary.

**Thwaites & Bradshaw's****A Table Sauce beyond Comparison!**

"No Breakfast or Dinner complete without it."—
Soyer.
The finest relish and appetizer ever offered.
Sold by all Family Grocers and Fruit Stores.
G. G. YELIN, 200 Fulton Street.
HUGH B. JACKSON, 192 Fifth Avenue.
GEORGE & RANDALL, 719 Broadway.
J. THOMAS, 385 Broadway.
M. S. BOO, N. 285 Broadway.
J. J. MORRIS, cor. 12th St. and University Place.
E. MOESSNER, 121 6th Avenue.
Wholesale Depot, S. E. HUSTED & CO., 189 Greenwich street.

Insurance.**FIRE INSURANCE.****North American Fire****Insurance Co.,**

OFFICE 114 BROADWAY,
BRANCH OFFICE 9 COOPER INSTITUTE, THIRD
AVENUE.

INCORPORATED 1823.

Cash Capital.....\$500,000 00
Surplus.....245,911 93

Cash Capital and Surplus, July 1st, 1868, \$745,911 93.

Insures Property against Loss or Damage by Fire at his usual rates.

Policies issued and Losses paid at the office of the Company, or at its various Agencies in the principal cities in the United States.

AMES W. OTIS, President.

R. W. BLEECKER, Vice-Pres.

F. H. CARTER, Secretary.

J. GRISWOLD, General Agent.

ÆTNA**Insurance Company,**

OF HARTFORD.

INCORPORATED 1819.

CASH CAPITAL.....\$3,000,000*
NEW YORK AGENCY

NO. 62 WALL STREET.

Assets Jan. 1, 1869.....\$5,150,931 71
Liabilities.....289,553 98

FIRE AND INLAND INSURANCE.

Policies Issued Payable in GOLD when Desired.

JAS. A. ALEXANDER, Agent.

Mercantile Mutual

(MARINE)

INSURANCE COMPANY,

NO. 35 WALL STREET, NEW YORK.

Capital.....\$1,000,000
Assets.....1,500,000

This Company takes Marine and Inland Navigation Risks on Merchandise, Freight and Hulls of Vessels. On the payment of Premiums a Rebate or Discount on the current rates is made in CASH, as an equivalent for the Scrip Dividends of a Mutual Company. The amount of such a Rebate depends upon the character of the business, gives to dealers a more just apportionment of profits than by the mutual system; and being MADE IN CASH, on payment of the Premiums, is more than equivalent to the CASH VALUE of the average Scrip Dividends of Mutual Companies. Policies issued, making loss payable in Gold in this City, or in Sterling, at the Office of the Company's Bankers in Liverpool, if desired.

TRUSTEES:

James Freeland, Geo. W. Hennings,
Samuel Willets, A. Foster Higgins,
Robert L. Taylor, Frank W. Chapman,
William T. Frost, Aaron L. Reid,
William Watt, Henry Eye,
Cornelius Grinnell, Joseph Slagg,
James D. Fish, Edward Merritt,
Elwood Waiter, Daniel T. Willets,
D. Colden Murray, L. Edgerton,
Henry C. Chapman, J. W. Chapman,
M. L. McCready, John S. Williams,
William Nelson, Jr., Charles Dimon,
Harold Dollner, Paul N. Spofford,
Jos. Willets.

ELLWOOD WALTER, President.
ARCH. G. MONTGOMERY, Jr., Vice-Pres.
ALANSON W. HEGEMAN, 2d Vice-Pres.
C. J. DESPARD, Secretary.

Sun Mutual Insurance

COMPANY.

(INSURANCE BUILDINGS)

49 WALL STREET.

Incorporated 1841.

Capital and Assets.....\$1,614,540 78

This Company having recently added to its previous assets a paid up cash capital of \$500,000, and subscription notes in advance of premiums of \$300,000, continue to issue policies of insurance against Marine and Inland Navigation Risks. No Fire Risks disconnected from Marine taken by the Company. Dealers are entitled to participate in the profits.

MOSES H. GRINNELL, President.

JOHN P. PAULISON Vice-President.

ISAAC H. WALKER, Secretary.

Bunting Brothers,

BROKERS IN METALS.

112 JOHN STREET.

COPPER, TIN, LEAD, SPELTER, RAILROAD IRON
PIG & IRON ORES & C., & C.

Insurance**OFFICE OF THE****ATLANTIC****Mutual Insurance Co.,**

NEW YORK, JANUARY 26, 1869.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1868:

Premiums received on Marine Risks, from 1st January, 1868, to 31st Dec., 1868.....\$6,782,969 82

Premiums on Policies not marked off 1st January, 1868.....2,563,009 30

Total amount of marine premiums.....\$9,345,972 12

No policies have been issued upon life risks; nor upon fire risks disconnected with marine risks.

Premiums marked off from 1st January, 1868, to 31st December, 1868.....\$6,807,970 89

Losses paid during the same period.....\$3,081,080 49

Reports of premiums and expenses.....\$1,889,230 61

The Company has the following assets, viz.: United States and State of New York stock, city bank and other stocks... \$7,587,485 00

Loans secured by stocks and otherwise.....2,314,100 00

Real estate and bonds and mortgages.....210,000 00

Interest, and sundry notes and claims due the Company, estimated at.....290,530 03

Premium notes and bills receivable.....2,953,267 53

Cash in bank.....405,548 83

Total amount of assets.....\$13,660,891 39

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof or their legal representatives on and after Tuesday the Second of February next,

The outstanding certificates of the issue of 1865 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the Second of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A Dividend of Forty Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December 1868, for which certificates will be issued on and after Tuesday, the Sixth of April next.

By order of the Board,

J. H. CHAPMAN,

Secretary.

TRUSTEES:

J. D. Jones, Joseph Gaillard, Jr.,
Charles Dennis, C. A. Hand,
W. H. Moore, James Low,
Henry Coit, B. J. Howland,
Wm. C. Pickersgill, Benj. Babcock,
Lewis Curtis, Robert B. Minturn,
Charles H. Russell, Gordon W. Burnham,
Lowell Holbrook, Frederick Chauncey,
R. Warren Weston, R. L. Taylor,
Royal Phelps, Geo. S. Stephenson,
Caleb Barstow, William H. Webb,
A. P. Pillot, Paul Spofford,
William E. Dodge, Sheppard Gandy,
David Lane, Francis Skiddy,
James Bryce, Charles P. Burdett,
Daniel S. Miller, Robert O. Ferguson,
Wm. Sturgis, Samuel G. Ward,
Henry K. Bogert, William E. Bunker,
Dennis Perkins, Samuel L. Mitchell,
James G. De Forest.

JOHN D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-Pres't.

J. D. HEWLETT, 3d Vice Pres't.

PRICES CURRENT.

In addition to the duties noted below, a discriminating duty of 10 per cent. ad val. is levied on all imports under flags that have no reciprocal treaties with the United States.

On all goods, wares, and merchandise, of the growth or produce of Countries East of the Cape of Good Hope, when imported from places this side of the Cape of Good Hope, a duty of 10 per cent. ad val. is levied in addition to the duties imposed on any such articles when imported directly from the place or places of their growth or production; Raw Cotton and Raw Silk excepted. The ton in all cases to be 2,240 lb.

Anchors—Duty: 2½ cents $\frac{p}{d}$. Of 200 lb and upward $\frac{p}{d}$ 8@..

Ashes—Duty: 20 $\frac{p}{d}$ cent ad val. Pot, 1st sort, $\frac{p}{d}$ 100 @ 7 7 8@. Pearl, 1st sort..... nominal.

Beeswax—Duty: 20 $\frac{p}{d}$ cent ad val. American yellow. $\frac{p}{d}$ 45 @ 47

Bones—Duty: on invoice 10 $\frac{p}{d}$ et. Rio Grande shin $\frac{p}{d}$ ton 39 @ 36

Bread—Duty: 30 $\frac{p}{d}$ cent ad val. Pilot $\frac{p}{d}$.. @ 6 Navy $\frac{p}{d}$.. @ 14 Crackers..... 6@ @ 14

Breadstuffs—See special report.

Bricks—Common hard...per M. 12 50 @ 14 50 Crotons..... 19 00 @ 11 00 Philadelphia Fronts... 43 00 @ 45 00

Bristles—Duty: 15 cents; hogs hair 1 $\frac{p}{d}$. Amer. gray & wh. $\frac{p}{d}$ 40 @ 2 50

Butter and Cheese—Duty: 4 cents.

Butter—Creamery pails..... 0 State firkins, prime..... 40 @ 41 State firkins, ordinary..... 36 @ 40 State, hf-firk., prime..... 41 @ 40 State, hf-firk., ordin'y..... 39 @ 40 Welsh tubs, prime..... 40 @ 40 Welsh tubs, ordin'y..... 37 @ 40 Western, good..... 39 @ 38 Western, fair..... 25 @ 29 Penn., dairy, prime..... 32 @ 35 Penn., dairy, good..... 39 @ 31 Canada..... 0@

Cheese—Factory prime... $\frac{p}{d}$ lb 21 @ 23 Factory fair..... 19 @ 22 Farm Dairies prime... 21 @ 22 Farm Dairies fair... 18 @ 20 Farm Dairies common 16 @ 17 Skinned..... 10 @ 15

Candles—Duty, tallow, 2½; spermaceti and wax; ½; earine and adamantine, 5 cents $\frac{p}{d}$.

Refined sperm, city..... 0@ @ 48 Sperm, patent, ... $\frac{p}{d}$ 58 @ 52 Stearic..... 30 @ 31 Adamantine..... 20 @ 22

Cement—Rosendale $\frac{p}{d}$ bl 2 03 @ ..

Chains—Duty, 2½ cents $\frac{p}{d}$.

Oneinch & upward $\frac{p}{d}$ 7@ @ 71

coal—Duty, bituminous, \$1 25 $\frac{p}{d}$ ton of 28 bushels 80 $\frac{p}{d}$ to the bushel; other than bituminous, 40 cents $\frac{p}{d}$ 28 bushels of 80 $\frac{p}{d}$ bushel.

Newcastle Gas, 2,240 lb. 9 50 @ 10 00

Liverpool Gas Cannel, 12 0@ @ ..

Liverpool' House Cannon 15 00 @ ..

Liverpool' Orrel..... 0@

Anthracite. $\frac{p}{d}$ ton of 2,000 lb..... 6 50 @ 8 00

Cocoa—Duty, 3 cents $\frac{p}{d}$.

Caracobs (in bond) $\frac{p}{d}$ 14 @ 15

Maracaibo do (gold) 27 @ 30

Guyasquillo do (gold) 10@ @ 19@

St. Domingo. (gold) 0@

Coffee—See special report.

Copper—Duty, pig, bar, and ingot,

2½; old copper 2 cents $\frac{p}{d}$; manufac-

tured, 35 $\frac{p}{d}$ cent ad val.; sheeting

copper and yellow metal, in sheets 42

inches long and 14 inches wide,

weighing 14 @ 34 oz. $\frac{p}{d}$ square foot,

3 cents $\frac{p}{d}$.

Sheeting, new... $\frac{p}{d}$.. @ 33

Bolts..... 35 @ ..

Braziers'..... 35 @ ..

Sheathing, &c., old..... 22 @ 23

Sheathing, yellow met'l 27 @ ..

Bolts, yellow metal..... 0@

Pig Chile..... 0@ ..

American Ingots..... 21 @ 24@

Cordage—Duty, tarred, 3; untarred

Manila, 2½ other untarred, 3½ cents $\frac{p}{d}$

Manila..... $\frac{p}{d}$ 22@ @ 24@

Tarred Russia..... 0@ ..

Bolt Rope, Russia..... 0@

Corks—Duty, 50 $\frac{p}{d}$ cent ad val.

1st Regular, qrs $\frac{p}{d}$ gro 55 @ 70

do Superfine..... 1 40 @ 1 70

1st Reg.ular, Pints..... 35 @ 50

Mineral..... 60 @ 70

Phial..... 12 @ 40

Cotton—See special report.

DRUGS AND DYES.

Duty, Alcohol, 2 50 per gallon; Aloes, 6 cents $\frac{p}{d}$.

Alum, 30 cents $\frac{p}{d}$ 100 lb; Argol, 6

cents $\frac{p}{d}$ lb; Arsenic and Asaffedati,

2½; Antimony, crude and Regulus,

10; Arrowroot, 30 $\frac{p}{d}$ cent ad val.

Balsam Copalvi, 20; Balsam Tolu, 30;

Balsam Peru, Sincabets $\frac{p}{d}$; Calisaya

Bark, 30 $\frac{p}{d}$ cent ad val.; Bi Carb. Soda,

Bi Chromate, 3 cents $\frac{p}{d}$ lb; Bleaching Powder, 30 cents $\frac{p}{d}$ lb;

Redlead Borax, 10 cents $\frac{p}{d}$ lb; Crude

Brimstone, \$6; Roll Brimstone, \$10

ton; Flor Sulphur, 20 $\frac{p}{d}$ ton, and

15 $\frac{p}{d}$ cent ad val.; Crude Camphor,

30; Refined Camphor, 40 cents $\frac{p}{d}$ lb;

Carb. Ammonia, 20 $\frac{p}{d}$ cent ad val;

Castor and Cantharides, 50 cents $\frac{p}{d}$ lb; Castor Oil, \$4 $\frac{p}{d}$ gallon; Chlo-

reic Potash, 10; Caustic Soda, 14;

Citric Acid, 10; Copperas, 4; Cream

Tartar, 10; Cubes, 10 cents $\frac{p}{d}$ lb;

Cutch, 10; Chamomile Flowers, 20

$\frac{p}{d}$ cent ad val.; Epsom Salts, 1 cent $\frac{p}{d}$ lb; Extract Logwood, Flowers

Benzoin and Gamboge, 10 $\frac{p}{d}$ cent

Ginseng, 20; Gum Arabic, 20 $\frac{p}{d}$ cent ad val.; Gum Benzoin, 20 cents per lb;

Gum Myrrh, Gum Senegal, Gum

Geeda and Gum Tragacanth, 20 $\frac{p}{d}$ cent ad val.; Hyd. Potash and Resublimed Iodine, 5; Ipecac and Jalap,

50; Lic. Paste, 10; Manna, 25; Oil

Anis, Oil Lemon, and Oil Orange,

50 cents; Oil Cassia and Oil Bergamot, 1 $\frac{p}{d}$ lb; Oil Peppermint, 50

$\frac{p}{d}$ cent ad val.; Opium, \$250; Oxalic

Acid, 4 cents $\frac{p}{d}$ lb; Phosphorus, 20 $\frac{p}{d}$ cent ad val.; Pruss. Potash, Yellow, 5; Reddo, 10; Khubar, 50 cents $\frac{p}{d}$ lb; Quicksilver, 15 $\frac{p}{d}$ cent ad val.; Sal Eritrea, 14 cents $\frac{p}{d}$ lb; Sal Soda, 1 cent $\frac{p}{d}$ lb; Sarsaparilla and Senna, 20 $\frac{p}{d}$ cent ad val.; Sarsaparilla and Senna, 10; Soda Ash, 4; Sugar Lead, 20 cents $\frac{p}{d}$ lb; Sulph. Quinine, 45 $\frac{p}{d}$ cent ad val.; Sulph. Morphine, \$250 $\frac{p}{d}$ oz; Tartaric Acid, 20; Verdigris, 6 cents $\frac{p}{d}$ lb; Sal Ammoniac, 20; Blue Vitriol, 25 $\frac{p}{d}$ cent ad val.; Etherial Preparations and Extracts, \$1 $\frac{p}{d}$ lb; all others quoted below FREE.

Alcohol, 95 per cent. 1 82 @ 1 85

Aloes, Cape, ... $\frac{p}{d}$ 19 @ 20

Aloes, Socotrina, ... 75 @ ..

Alum, ... 24@ ..

Anasto, good to prime, 75 @ ..

Antimony, Reg. of g'd, 12@ ..

Argols, Crude, ... 18 @ ..

Argols, Refined, gold, 24@ ..

Arsenite, Powdered, ... 24@ ..

Assafetida, ... 38 @ ..

Balsam Copivi, ... 82@ ..

Balsam Tolu, ... 1 25 @ ..

Balsam Peru, ... 3 50 @ 4 50

Barts, Petayo, ... 45 @ ..

Berries, Persian, gold, 27 @ ..

Bl. Carb. Soda, New-

castle, gold, ... 0@ ..

Bl. Chromate Potash, ... 19 @ ..

Bleaching Powder, ... 34@ ..

Borax, Refined, ... 38@ ..

Brimstone, Crude $\frac{p}{d}$ ton (gold), 47 00 @ 50 00

Brimstone, Am. Roll $\frac{p}{d}$.. @ ..

Brimstone, Flor Sul-

phur, ... 34@ ..

Camphor, Vnde, (in bond), (gold) 23 @ ..

Camphor, Refined, ... 0@ ..

Cantharides, ... 1 65 @ ..

Carbonate Ammonia, in bulk, ... 17 @ ..

Cardamoms, Malabar, 3 25 @ 4 50

Castor Oil, ... 0@ ..

Chamomile Flws $\frac{p}{d}$ ton 30 @ ..

Chlorate Potash (gold) 31@ ..

Caustic Soda, " 4@ ..

Carraway Seed, ... 17@ ..

Coriander Seed, ... 12@ ..

Cochineal, Hon. (gold) 80 @ ..

Cochineal, Mexic'n (g'd) 80 @ ..

Copperas, American, ... 0@ ..

Cream Tartar, pr. (g'd) 30@ ..

Cubeebs, East India, 28 @ ..

Cutch, ... 8 @ ..

Epsom Salts, ... 34@ ..

Extract Logwood, ... 12@ ..

Fennel Seed, ... 14 @ ..

Flowers, Benzoin, $\frac{p}{d}$ oz. 80 @ ..

Gambler, ... gold 4 @ ..

Gamboge, ... 1 12 @ 1 15

Ginseng, West, ... 80 @ ..

Gum Arabic, Pickled, 50 @ ..

Gum Arabic, Sorts, 32 @ ..

Gum Benzoin, ... 50 @ ..

Gum Kowrie, ... 82@ ..

Gum Gedda, ... gold 16 @ ..

Gum Damar, ... 45 @ ..

Gum Myrrh, East India 55 @ ..

Gum Myrrh, Turkey, 55 @ ..

Gum Senegal, ... 55 @ ..

Gum Tragacanth, Sorts 65 @ ..

Gum Tragacanth, w. fakey, gold, 1 12@ .. 1 37@

Hyd. Potash, Fr. and Eng., (gold) 8 55 @ 8 75

Iodine, Resublimmed, 6 50 @ ..

Ipecacuanha, Brazil, 3 00 @ ..

Islap, in bond gold, 70 @ ..

Lac Dye, ... 30 @ ..

Licorice Paste, Calabria 27@ ..

Licorice Paste, Sicily, 24@ ..

Licorice Paste, Spanish Solid, ... 29 @ ..

Licorice Paste, Greek, 31@ ..

Madder, Dutch (gold) 12@ ..

Phial, ... 12 @ ..

Skunk, Black, ... 50 @ ..

Skunk, Pale, ... 45 @ ..

Goat, Curacao $\frac{p}{d}$ cur. 45 @ ..

do, Buenos A., cur. 45 @ ..

do, Vera Cruz, gold 50 @ ..

do, Tampico, gold 55 @ ..

do, Matamoras, gold 50 @ ..

do, Payta, cur. 50 @ ..

do, San Juan, cur. 45 @ ..

do, Bolivar, cur. 40 @ ..

do, Honduras, gold 48 @ ..

do, Sinaloa, gold 45 @ ..

do, Para, gold 47 @ ..

do, Vera Cruz, gold 45 @ ..

do, Charros, gold 45 @ ..

do, Chilpancingo, gold 45 @ ..

do, Port Cabellero, 37 @ ..

Manna, large flake, ... 0@ ..

Manna, small flake, ... 95 @ ..

Mustard Seed, Cal., ... 0@ ..

Mustard Seed, Trieste, 10@ ..

Nutgalls, Blue Aleppo, 35 @ ..

Oils, animal, ... 0@ ..

Oils, vegetable, ... 0@ ..

Oil Cassia, ... 0@ ..

Oil Bergamot, ... 0@ ..

Oil Lemon, ... 0@ ..

Oil Peppermint, pure, 50 @ ..

Oil Vitriol, ... 0@ ..

Opium, Turkey, (gold) 12@ ..

Oxalic Acid, ... 28 @ ..

Phosphorus, ... 0@ ..

Sulphur, gold, ... 0@ ..

Sulphur, white, ... 0@ ..

Sulphuric Acid, ... 0@ ..

Tar's Acid, (g'd) $\frac{p}{d}$ 49@ ..

Tarico, ... 10@ ..

Tapioca, ... 0@ ..

Vermicelli, dry & ex dry, 50 @ ..

Vitriol, Blue, ... 12@ ..

Vitriol, Green, ... 12@ ..

Vitriol, White, ... 12@ ..

Wax, animal, ... 0@ ..

Wax, vegetable, ... 0@ ..

Wax, paraffin, ... 0@ ..

Wax, resinous, ... 0@ ..

Wax, tallow, ... 0@ ..

Wax, tallow, ...

May 15, 1869.]

THE CHRONICLE.

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British Dress Goods,
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 roads, and in any quantities desired either for IMMEDIATE
 OR REMOTE delivery, at any port in the
 United States or Canada and always at the very lowest
 current market prices. We are also prepared to sup-
 plyBessemer Steel Rails,
 of American and Foreign manufacture, rolled to any
 desired pattern and weight for Initial yard and of
 approved lengths. Contracts for both IRON AND
 STEEL RAILS will be made payable in United States
 currency for America, and in either currency or gold
 (at the option of the buyer) for Foreign; when desired,
 we will contract to supply roads with their
 monthly or yearly requirements of STEEL OR IRON
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